CYCLE NEWS

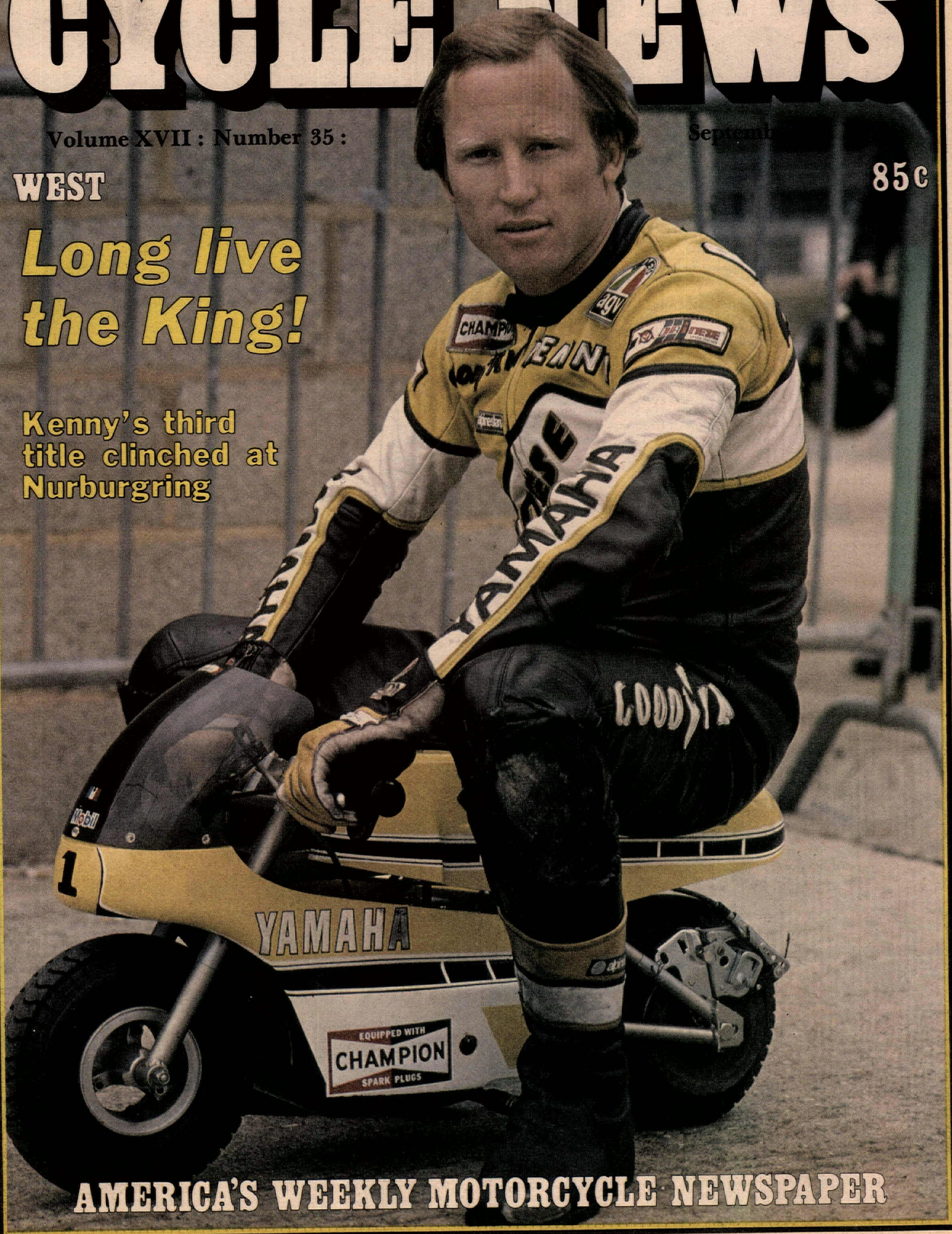
Volume XVII : Number 35 : September

85c

WEST

Long live the King!

Kenny's third title clinched at Nurburgring

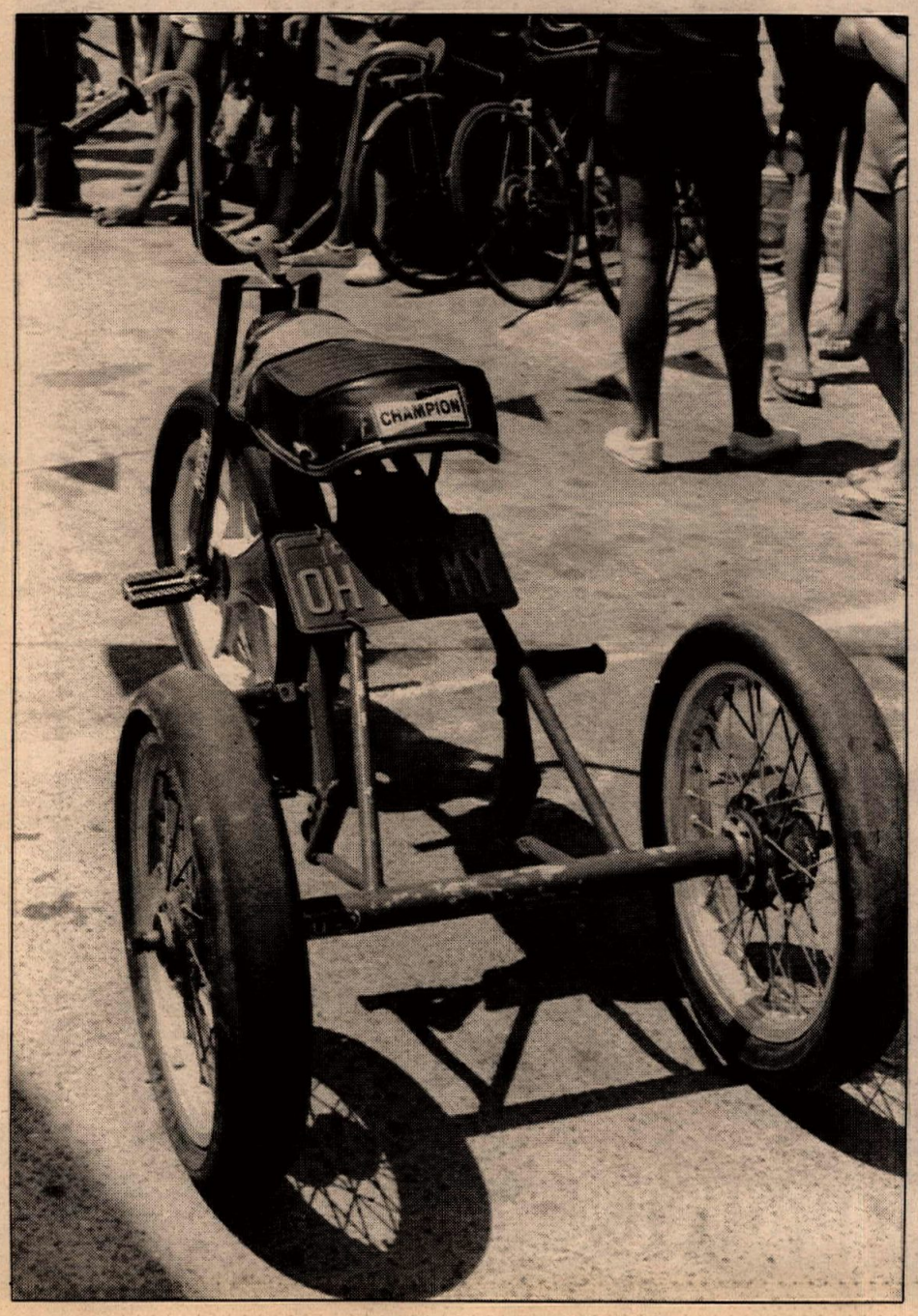


AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

AMA Grand National Champion Steve Eklund will not be at Syracuse or Tulsa for those upcoming Nationals. After the half mile at Topeka, where his bike broke and he finished 14th, Eklund said, "This is my last race. We're going back to Illinois, loading up all of our equipment and going home. I can't afford to go to Syracuse and have it rain out, or sprain my wrist or something. I'm hurting so bad financially right now that I can't make my living at this any longer. My sponsor's in the same position. We've struggled so hard this year... Nobody cares about Class C anymore. That's too bad because I can't do it any longer, at least for this year. I want to race. I know I'm a better rider than everybody here. But I've got a wife to take care of, I've got a house. I'm putting my neck on the line." Eklund concluded by saying, "We're going to regroup for San Jose and Ascot."

OH MY MY, there it is again! This time the wandering license plate that formerly adorned the front of Steve McLaughlin's Cadillac was seen at the Ninth Annual Sunset Beach Tricycle Races with race headquarters at Mother's bar. No, it didn't win. Photo by Melissa McLaughlin.



The Cedar Rapids National half mile, rescheduled to Aug. 30 after an earlier rainout, met the same rainy fate. Rain began falling early Saturday morning and continued through much of the day. With forecasts of rain continuing into the evening, the race was cancelled at mid-afternoon. In a Tuesday, Sept. 2 phone conversation, AMA Professional Competition Manager Bill Boyce said, "We've looked at the schedule and don't see any place to put it, so we doubt if it will be rescheduled."

Bo O'Brochta and his Terminal Van Lines Kawasaki once again left the Top Fuel class in shambles, this time at the rain-postponed NHRA U.S. Nationals held at Indianapolis Raceway Park. O'Brochta finally got to make his winning 7.50/170.13 run on Tuesday, Sept. 2 after having set a fast e.t. of 7.28 seconds in qualifying. The run was not a record, however, since he couldn't back it up. Runner-up in the Top Fuel-only meet was Larry McBride riding Danny Johnson's Kawasaki. McBride made an 8.02/168.85 run. The Teson/Benard Yamaha also clocked a high top speed of 196.95 mph but were unable to back it up.

Forty-two teams started the Aug. 31 Mountain Road Racing Association's 6-hour endurance race at Woody Creek Raceway, and the results were interesting to say the least. Winning the race were Bruce Sass and Rusty Sharp on a Yamaha TT500-based road racer, and following them was a European RD350LC (watercooled, monoshock) ridden by Mike Cameron and Ricky Orlando. Third overall went to the Val Augustino/Thomas Marquardt/Bruce Gibson team on their Kawasaki KZ650, and on another KZ650 were fourth placers John Ulrich and Charlie Hennekam.

Tony DiStefano rode a 250cc Husky at the Aug. 31 grand prix at Corona Raceway, placing fifth in the 250cc class, then teaming with Ricky Rogers to win the 250cc class in a 90-minute team race. "The D" says his best contact lens corrects his vision to 20/40 in his injured eye, good enough to pass the driver's license test without glasses. His tentative plans include racing in Florida's winter series, then campaigning either the 250 or 500cc AMA Nationals in '81. DiStefano feels Husky will back him 100% in his '81 racing effort.

Ital-Jet-mounted Bernie Schreiber won the Aug. 31 Swedish round of the World Observed Trials Championship, posting a 97-point score to best Ulf Karlsson (Mon), who had 107. Eddie Lejeune (Hon) and Yrjo Vesterinen (Mon) finished 3-4. According to our admittedly-sketchy report, Karlsson clinched the World Championship while Schreiber moved to second in the standings. One round, in Czechoslovakia, remains.

Retired Speedway Champ Mike Bast called Ascot Raceway to tell them he's gonna be *unretired* for the next two Thursday nights, Sept. 4 and 11. That may be good or bad news to his competition on the Gardena quarter-mile oval, which will include Bobby Schwartz and Shawn Moran (Sept. 4) and Scott Autrey and Dennis Sigalos (Sept. 11).

The team of Freddie Spencer and Mike Baldwin (Hon) handily won the Sept. 1 AAMRR Castrol 6-Hour Endurance Race at Loudon, New Hampshire's Bryar Motorsport Park. The pair covered 451 miles on the 1.6 mile course to finish 35 miles ahead of the Parkway Cycles team of Joel Samick, Mickey Fearon and Mark Bougas (Suz).

Dick Burleson (Hus) continued his march toward a seventh AMA National Championship Enduro Series title with an overall win in the Aug. 31 Indian Creek National at Columbia, South Carolina. Burleson finished four points up on a four rider deadlock at 19 points lost led by his closest challenger for the title, John Fero (Yam).

Special thanks to Peter Defty and "Jumbo Jim" Doyle for the photos used in this week's West German GP road racing coverage. No, they didn't take them — Shigeo Kibiki did that — but the two Pan-Am pilots were responsible for carrying them back across the Atlantic. Papa owes 'em a beer or two...or three...or...

American Federation of Motorcyclists raised $500 for the Muscular Dystrophy Foundation at their Aug. 17 event held at Ontario.

Ever heard of the Cycle Camping Association? They offer a complete listing of camping areas across the U.S. to members, discount information and other services. Their address is P.O. Box 29, Salem, NJ 08079.

The October issue of *Motorcyclist* magazine will be their 1,000th. Not bad for a *monthly!*

La Habra Yamaha/Saddleback Park Amateur Point Series standings after seven of ten races completed: Bill Olsen 33; Craig Robertson 29; Tom Makowski 26; Dave Perry 25; Mike English 24.

You desert folks will want to mark Sept. 4 on your calendar as a mucho important date. The BLM will be holding a public hearing on th proposed Oct. 25 Check Chase, and your imput is needed. The D-37 Sports Committee feels it's so important that they're postponing their regular meeting by a week. The hearing is to be held at the San Bernardino Convention Center, 303 N. "E" St. in San Bernardino, and starts at 7:30 p.m. The Checkers, AMA and D-37 have been working hard to get this event for desert riders, so don't let them down!

Assemblymen Bob Hayes, Gene Chappie and Norm Waters have introduced Assembly Joint Resolution 95, which calls upon the U.S. Senate Committee on Natural Resources to hold full public hearings on the Wilderness issue; something the House of Representatives failed to do when HB 7702 was passed recently.

Coming up Sept. 20 at San Bernardino's Inland Motor Speedway will be the 13th annual California State Championship. Alan Christian looks to be the favorite in the all-Scratch racing program. Tickets are $7 for adults, $3 for children 6-12, and are available at Ticketron and at the track.

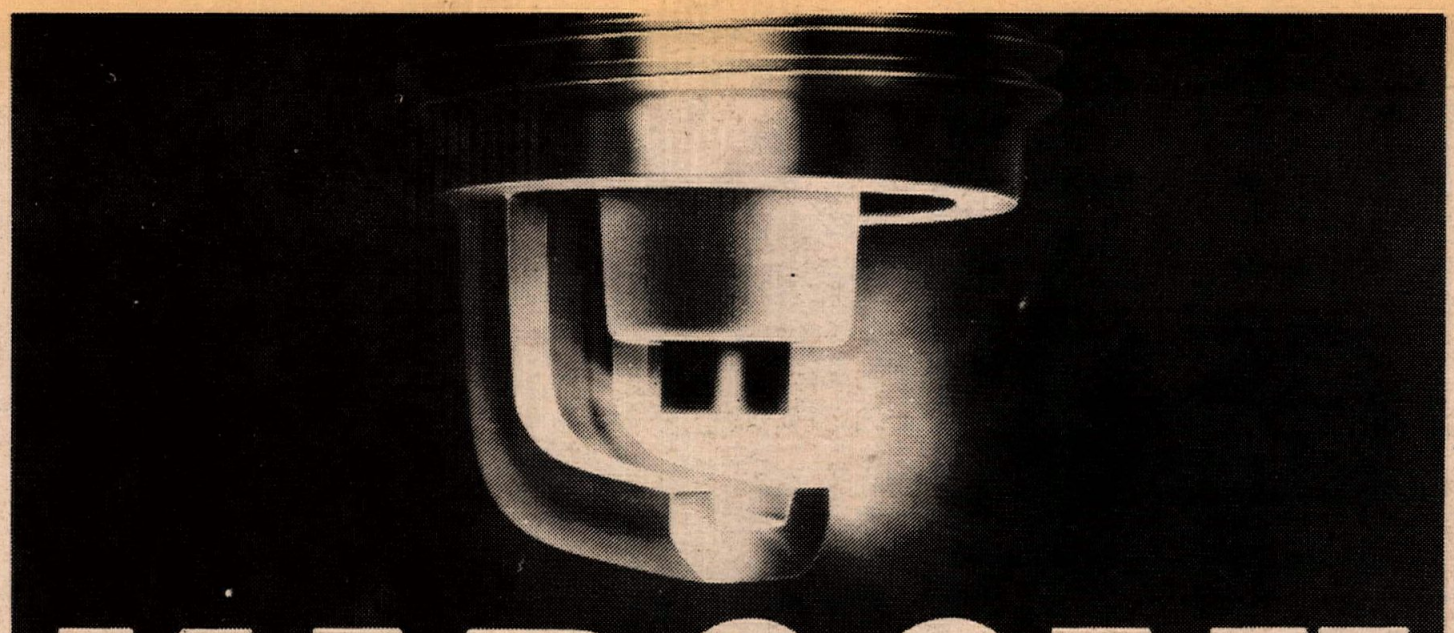
The Lightweights M.C. will host a District 37 TT race on Sept. 14 at Saddleback Park. All traction is allowed, and the Lightweights are hoping this will induce a few more

ailriders and MXers to give the d pitch-and-slide technique a try. lso on Sept. 14, the CRC San iego Stadium qualifiers return to addleback.

eventeen months after it was first ntroduced, Motorcycle education bill B 468, by Senator Ralph Dills of Los ngeles County, was carried through he Assembly by Bob Hayes of San ernando Valley. Other Assemblymen hose names are on the bill and who ssisted Dills and Hayes in this mashing victory are Assemblyman ugene Chappie of Cool and ssemblyman Bruce Young of owney. The bill will become law on an. 1, 1981 only if Governor Brown gns it or if he permits it to become aw without his signature. A concerted ompaign has been under way to let he Governor know how the notorcycling community feels about he bill. Although there are a number f ongoing programs now being unded or started by grant money, this aw will allow those programs to ontinue at either adult high schools r community colleges when the grant noney runs out. Specifically, at the resent time, there are no provisions of aw providing for motorcycle or noped rider training. This bill would uthorize the governing board of any chool district or community college istrict maintaining adult schools to stablish motorcycle and moped rider raining classes. The bill also permits ny district offering such classes to ollect a special fee from individuals nrolling in such a class. The bill will reate the Motorcycle and Motorized icycle Training Fund in the State reasury which will be continuously ppropriated to the Department of ducation and the Chancellor's Office f the California Community Colleges or the following two purposes: to nake allowances to each district onducting such a program of an mount not to exceed $50 for each upil instructed; and to promote and irect the establishment and naintenance of courses of instruction n motorcycle and moped rider raining. The bill appropriates 1% of he Driver Training Penalty ssessment Fund annually. The noney is to be transferred to the otorcycle and Motorized Bicycle raining Fund. Further, the bill equires the collection by the epartment of Motor Vehicles of an dditional $1.00 registration fee upon he annual registration of a motorycle. This $1.00 fee also goes into the notorcycle fund to support the rogram. The CMDA and MIC are he major sponsors of the bill. Five ears ago Charles Hartman, President f the Motorcycle Safety Foundation, nd Alan Isley, President of th otorcycle Industry Council, met with ly Weitzman of the CMDA to plan he bill. It made it all the way through n 1978 but lost out to the clock when he Assembly adjourned for the year ithout hearing a number of bills... he Motorcycle Education Bill was one f them. If the Governor signs it, alifornia will be one of the few states o have an official State sponsored rogram of this type. All riders, ealers, manufacturers, after-market istributors, and anyone else nterested in motorcycle safety are rged to write or wire the Governor rging him to sign SB 468 Dills. etters and wires should be addressed o the Honorable Edmund G. Brown, r., Governor, State of California, tate Capitol, Sacramento, California 5814.

Dept. of Corrections: Cory Cantaoupi called up to say that he won

(Continued to page 52)

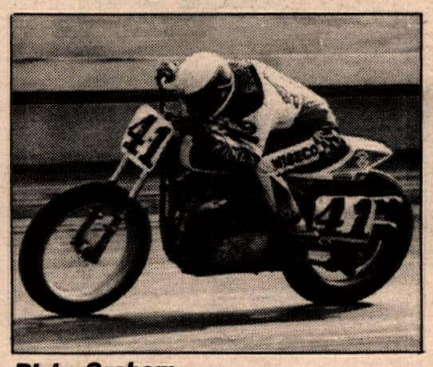


KABOOM!

HOT U™ HELPS WES COOLEY AND RICKY GRAHAM EXPLODE THE MYTH THAT ALL PLUGS ARE CREATED EQUAL

Hot U plugs sparked AMA national wins for Cooley at Road Atlanta and Graham at the Indy State Fair Mile. Cooley started the Yoshimura Suzuki on the last row of the grid due to a heat race crash and swept through the entire field, taking the win. Graham broke all records with his Hot U-sparked Harley-Davidson by winning the first ever 100 MPH plus dirt track race in AMA history. These racers know there's a difference in spark plugs. A difference you can see. A difference you can feel. A spark of genius we call the Hot U. On-street or off-road, there's a Hot U plug that's right for your bike.

Wes Cooley



Ricky Graham

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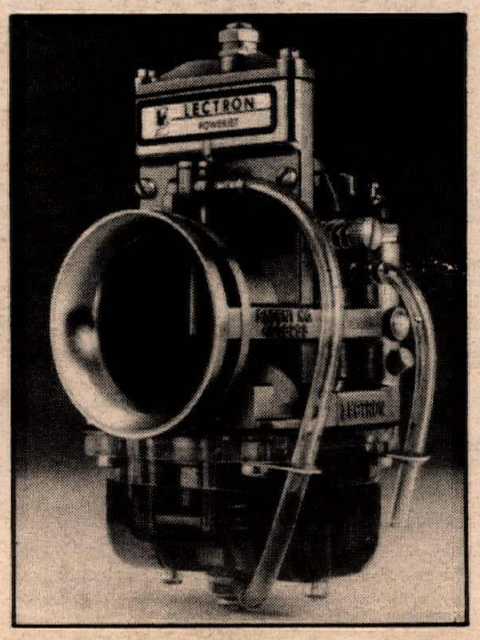

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Sharon Clayton, Publisher.
Caroline Gendry, Executive Secretary to the Publisher.
Susan Knecht, Executive Secretary.

Editorial
Charles Morey, Managing Editor. Dale Brown, Editor. Mark Kariya, Editor.

Advertising
Skip Johnson, National Sales Manager. Terry Pratt, Sales Manager. Linda Brown, Advertising Coordinator.

Graphics and Production
Kristin Cooper, Graphic Artist. Barbara Travers, Assistant. Marion Hatashita, Typography. Dennis Greene, Laboratory.

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Want Ads
Leslie Tharp, Want Ad Sales.

Service and Support
Chris Aitcheson, Receptionist.

West
2201 Cherry Ave., Long Beach, CA
P.O. Box 498, Long Beach, CA 90801
(213) 427-7433; L.A. Line 636-8844.

East
4190 First Ave., Tucker, GA. P.O. Box 805, Tucker, GA 30084.
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ON THE FRONT PAGE: Kenny Roberts, whose works 500cc Yamaha road racer carried him to his third World Championship in West Germany, surveys the situation after it was accidentally washed in hot water. Photo by Shigeo Kibiki.

INSIDE

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VOICES

Thanks from the Shores

My family and I will never forget the summer of 1980. This is the year that we drove over 14,000 miles around the United States to put on 10 races and find out what's going on at the grass roots level.

The Shore family (Big Jerry, wife Shirley, son Little Jerry and daughter Liz) worked all summer long putting on our AME/Honda American Minicycle Championship Series, which was also sponsored by Hondaline, Kal-Gard, Super Seer, Duralube, Bosch, Pro-Trac and Nippondenso.

A lot of people said it couldn't be done, but wherever we went people were really fantastic and even went out of their ways to tell our sponsors how much they enjoyed it.

As with my first year of a promotion, things didn't always go perfectly, but they went pretty darn well. A foundation was built for the future, and we got across some new ideas. We thank God that everything went as well as it did and safely. We're looking forward to our upcoming events with a new attitude and are eagerly planning for '81.

Our thanks to all our Regional Managers, Robert Smith, Bill Gusse, Gene Lewis, Jerry Surber, Tony Gonzales, Ralph Huffman and Oren Taylor.

Our special thanks to our sponsors, Honda, Hondaline, Super Seer, Kal-Gard, Bosch, Duralube, Pro-Trac and Nippondenso for having vision and helping the kids, sticking with us through thick and thin.

Our thanks to the families and the racers themselves who rode with AME, especially those who rode the whole circuit. And our heartiest congratulations to our first National Champions, George Holland, Todd Hewatt, Troy Blake, and Bryan Taylor.

JERRY & SHIRLEY SHORE
American Motocross Enterprises, Inc.
Reseda, CA

Coyote Creek revisited

As promised in our article ("Return to Coyote Creek," *Cycle News* #7, Feb. 27, 1980) we hiked to check out the closed road mentioned in the article.

The old road that runs from the Schober Mine down to Bishop Creek is still closed to vehicles. The road, starting just south of the Bishop Creek Lodge, rises about 2000 feet in 3½ to four miles. The first mile is not passable to four-wheel vehicles due to rock slides in several places, but after that it is in surprisingly good shape after 35 years. There is a sign at the bottom indicating closure, but none at the top.

Some bike trails were visable so I stopped at the Inyo National Forest headquarters in Bishop and informed them of the lack of signs at the top. I pointed out what a trap (citation-type) it would be for riders.

Our hike was taken on a 90 degree day with no shade the entire distance. Having been away from the hiking bit for seven years, tongue-dragging and a few blisters were encountered.

We could find little reason in our minds for this road's closure. We believe it should be open for all to enjoy.

But until it's opened, if you do the Coyote Creek ride, play it cool and don't come down the mountain from the Schober Mine. Best to leave it to the hikers for now.

DONALD E.L. BETSWORTH
DONALD W. BETSWORTH
Torrance, CA

Dear BLM...

I wish to add my comments and observations relative to the Draft EIS for the 1980 Johnson Valley to Parker Motorcycle Race.

First of all, I recommend that this proposed race be allowed to run, without *further* compromise of the initial proposed course and conditions (Proposed Action). One possible exception, in my view, would be to allow the event to run even if the areas are moist due to rain. To run the event on wet ground would mean that the feared dust problem would be eliminated and the event would be *safer* for the participants.

With all the talk and claimed "controversy" regarding this event, the distant observer might conclude that the running of this, and/or, similar events will have a major effect on the ecology of the California desert. Some simple mathematics, however, put the impact of this event into focus.

With the assumed average course width of 15 feet and a length of 215 miles (235 less approximate Johnson Open area of 20 miles) plus four pit areas of four acres each, the total direct impact of the event will affect less than 400 acres. Assuming even total and complete devastation will take place due to this event, the impact of the CDCA will be 0.000033%.

I find it difficult to understand why there is all this controversy existing over the disturbance of six tenths of one square mile of land. Due to urban pressures, the next expansion of towns such as Barstow or Victorville will be much more in terms of loss of natural desert area.

Let's put things in perspective. The Johnson Valley to Parker event will have no measureable impact on the CDCA overall. If concerned desert observers want something to keep them busy, I suggest they take a look at the proposed $2 billion coal-fired generating plant that Edison wants to build in Rice. This plant, by the way, will use 300 rail cars of coal per day and, if built, will be right in the path of the Johnson to Parker race.

JIM HANSEN
Riverside, CA

Political biker

I'm a member of the Citizens' Advisory Committee for the state's Hungry Valley ORV project — the "Hungry 7," as we are known. Between this and my involvement with the BLM's CDCA Desert Plan, I guess I've become a "political biker" (must be getting old!).

As such, I've found your California and Washington articles to be quite incisive — so much so that the Hungry 7 were all accusing each other of having written the first article. It was so accurately reported and expressed our thoughts so well that any one of us *might* well have written it — but we didn't.

Anyway, to keep abreast of what's going on, I'm subscribing to your weekly rag. So here's my $20 — my kid really didn't need that new rear tire for his scoot, anyhow.

LOWELL GOMES
Cucamonga, CA

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Next Week:
The Syracuse Mile
NMRA Indy Drags

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Class 38
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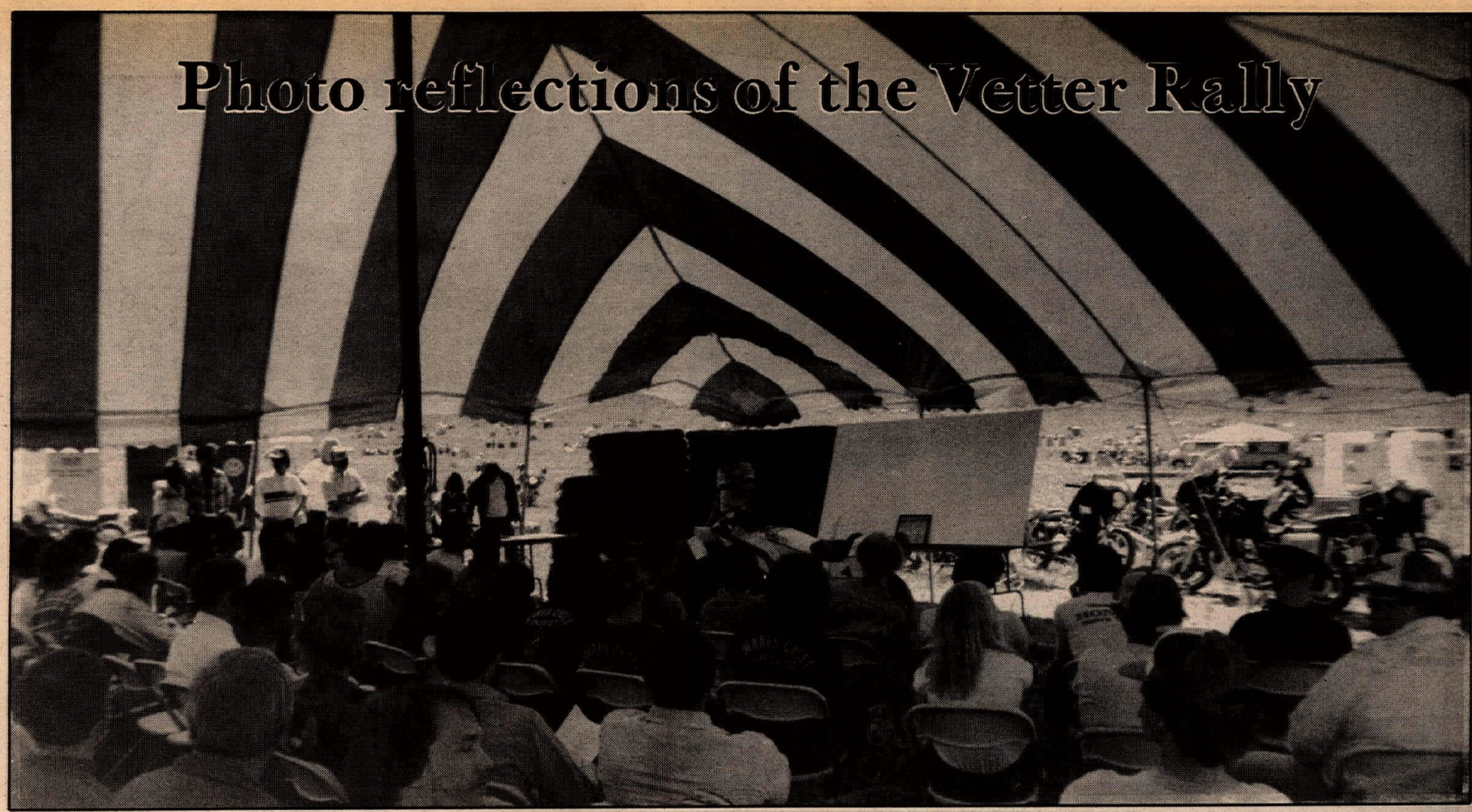
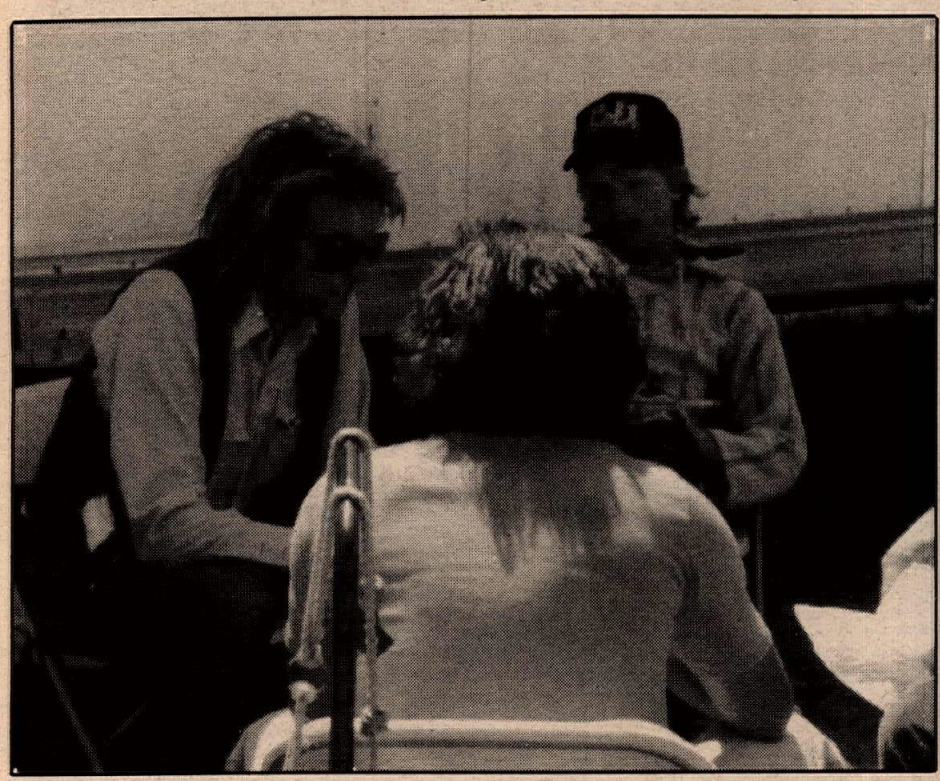
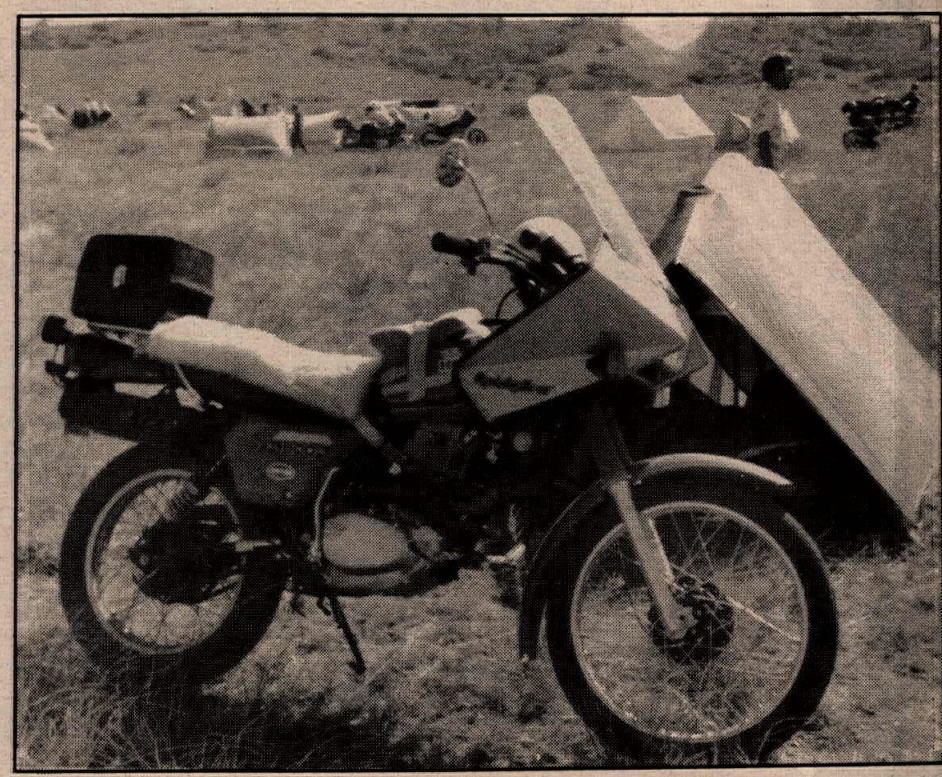
Photo reflections of the Vetter Rally



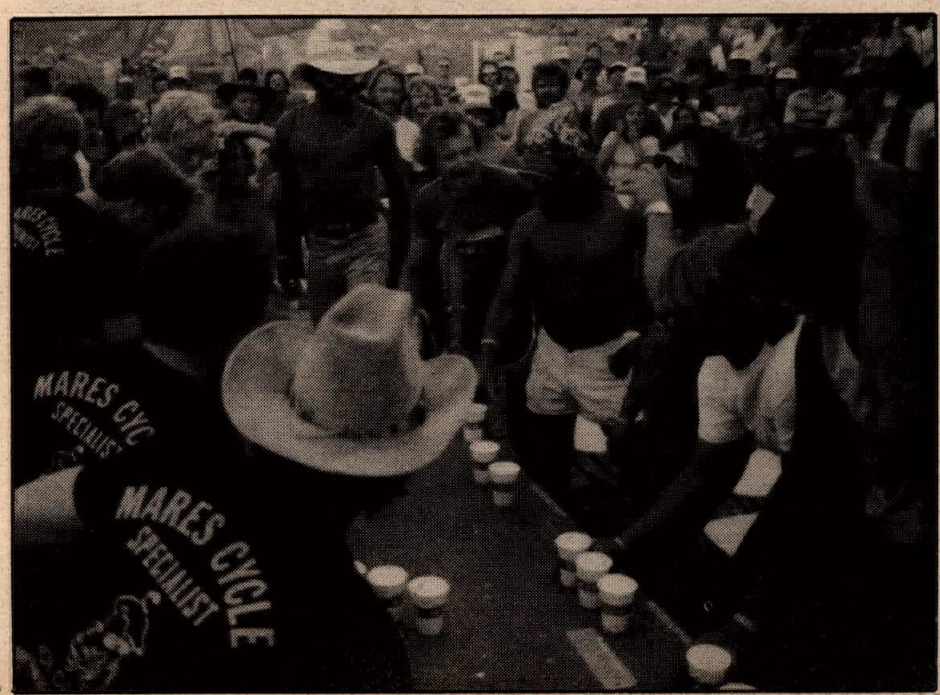
Wes Cooley was one of the featured speakers at the Vetter Rally's Yoshimura/ Suzuki seminar.



(Above) Craig Vetter (with dark glasses). (Below) A beer guzzling contest found at least one over-anxious starter.



(Above) A Vetter fairing was required to enter the rally. The bike was secondary and in some cases, unusual. (Below) Evening entertainment.



WHERE DOES KENNY GO FROM HERE?

KENNY R
CHAMPION O
AGA

Two years ago, Kenny Roberts was the first American ever to win the 500cc world roadracing championship.

Last year, he was the first American to win it twice.

This year, when Kenny wheeled his Yamaha onto the tortuous track at Nurburgring, itching to be the first American to win it thrice, there was no question he'd do it.

The only question now is... now what?

Where do you go from Champion of the World? (Three-time champion at that.)

Well, wherever it is, Kenny is sure to be there.

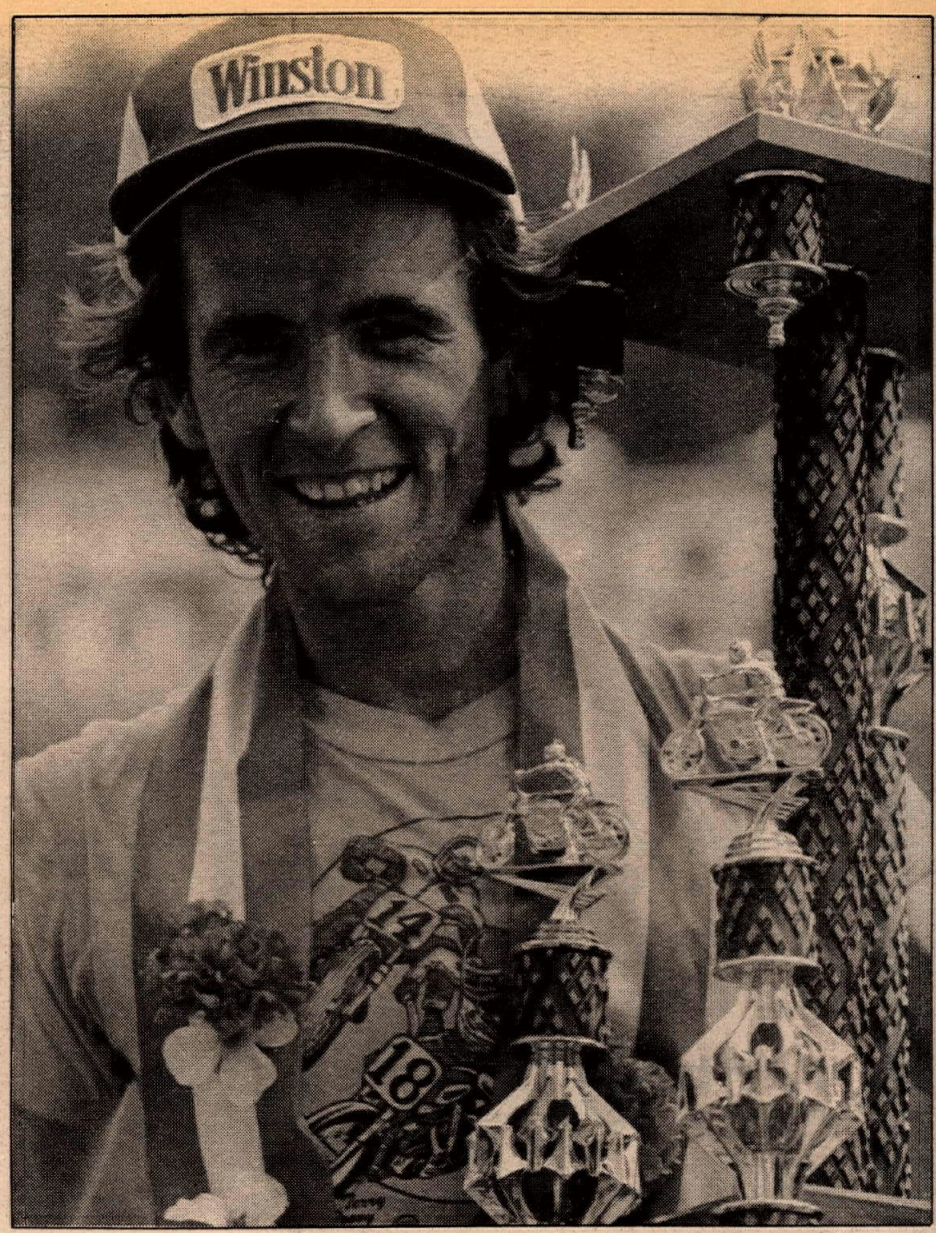
OBERTS,
E THE WORLD.
N.

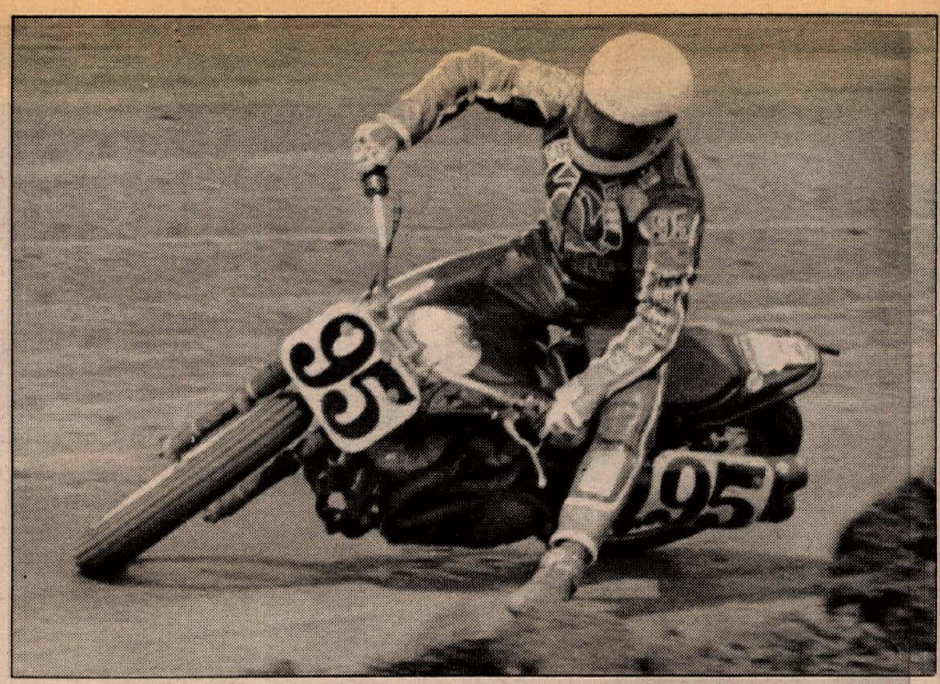
But until that next challenge comes along, King Kenny finds himself right up there with Alexander the Great.

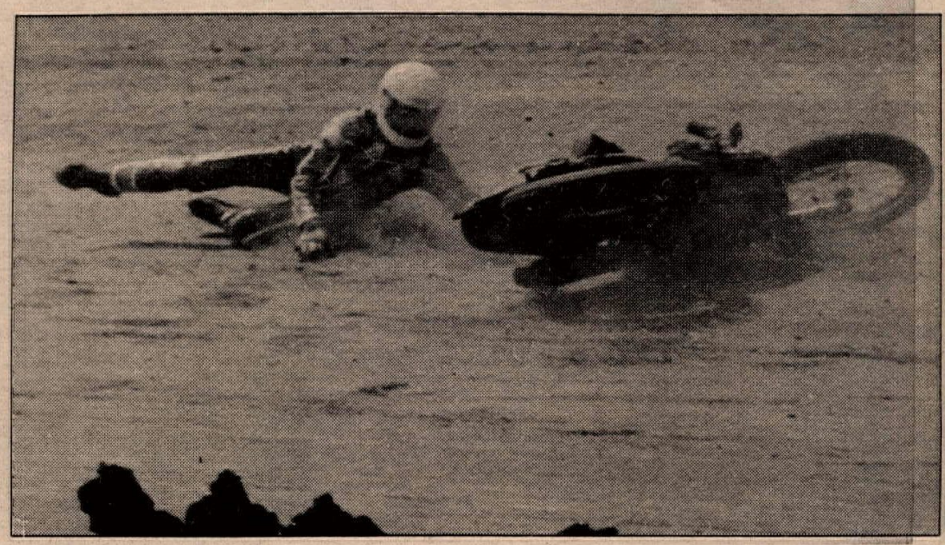
With no more worlds to conquer.

YAMAHA

When you know how they're built.







(Left) It was a winner's smile for Hank Scott; the fifth time he's had such a reason to smile this year. (Top and bottom right) Catching his front end and then crashing cost Scott Pearson the race.

AMA Grand National Championship/Winston Pro Series: Round 22

Fifth of Scott's at Topeka two-day

By Dale Brown

TOPEKA, KS, AUG. 31-SEPT. 1

"I can't believe I've won five Nationals," grinned Hank Scott after winning the KRW/Davis Cycle Topeka Gold Cup half mile at Sunflower State Expo. Fewer still were able to believe that promoter Don Brymer was able to run the event after a major thunderstorm interrupted the event between the second and third heats and then proceeded to rain all Sunday evening.

The race was postponed until 9 a.m. the following morning, and then until noon. They had a semi-dry racetrack by then, and though it developed many, many holes, racing was completed, avoiding a double rainout weekend.

Peoria winner Scott Pearson had looked to be an easy winner, holding a huge lead through much of the race. But Pearson went down when he caught his front wheel in one of the aforementioned holes. That left the lead to Hank Scott, who held off the charges of Randy Goss and Billy Schaeffer for victory in the 20-lap National.

The points situation still finds Goss leading with 161, but Scott closed the gap and moved into second with 153. Ricky Graham, who had been in second after the Indianapolis weekend, was one of three to fall in the main event and he is back to third in the standings with 142. Four Nationals remain.

When the rain was still coming down at 6:30 a.m. Monday morning, no one believed the races would be run. Honda's Jerry Griffith reported that an AMA official — not the referee — told him that the races were "going to be cancelled." He told his riders, Mickey Fay and Jeff Haney, to go on and get a commuter plane to Kansas City where they could catch flights for home. When he was informed of the decision that the race was not cancelled, but put off until noon, he was very angry, but managed to get hold of both Fay and Haney at the KC airport — Haney heard his name being paged as he was boarding his flight — and they made it back to the race. Haney and Fay then proceeded to place 1-2 in the 500cc Invitational.

Alex Jorgensen wasn't so lucky. He finished fourth in Sunday night's second and final heat but never had a chance in the semi. Jorgy's sponsor, Ron Wood, and race announcer Roxy Rockwood were in the race headquarters hotel coffee shop when the hotel clerk came in and said that "Duke" had called from the race track and said the race was cancelled. (Duke Olliges, the referee, reported that he wasn't near a phone all morning.) Rockwood offered Wood a ride to the airport so Ron told Alex that he could get on the road to Canton, IL, where he was staying. Five minutes later Roxy got a telephone call from Brymer telling him of the decision. It was too late.

Time trials

Valvoline/Circle Bell/JB Racing/MXL/Shoei/Magura/Inter-Am-sponsored Scott Pearson put the Ray Beck XR750 on the pole of the first heat with a 25.61-second tour of the track. Army's Mike Kidd was close behind with a 25.70 lap, and Hank Scott and Bill Schaeffer also earned pole positions in the heats. Of note was Jeff Haney's 26.14 lap on a 500cc Honda, which put him on the top half of the qualifying ladder. Rick Sexton was the 48th qualifier at 26.99.

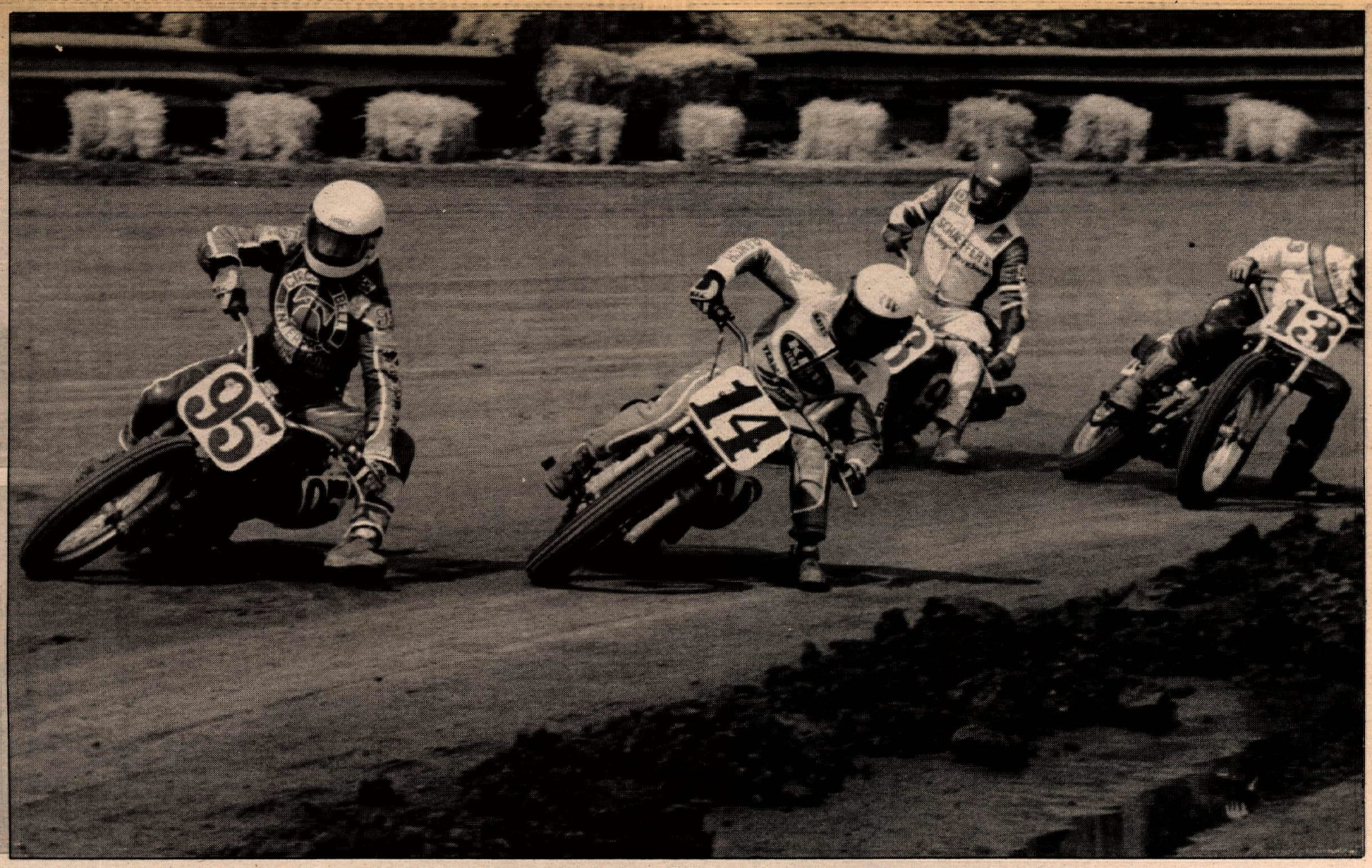
Heats

A very light rain — more of a mist — had started to fall as the first heat got underway. That didn't stop Pearson from leading green light to checkered flag. Horton Racing/KK Supply's Steve Morehead put an early lock on second while Scott Parker, Steve Eklund and Billy Labrie debated the other transfer spot. Gradually Eklund and Labrie moved away from Parker with Eklund's Zanotti/Castrol/Interpart - sponsored entry taking transfer at the halfway point. Labrie, Gene Church and Parker finished next; their only transfers were to the first semi.

It was still misting as the green light ignited the second heat, which saw Bubba Rush, Brett Baddy and Wayne Rainey rush to the forefront. Rush led for two laps before being overtaken by Rainey, while Randy Goss and Alex Jorgensen made their way through the pack after mediocre starts. Riding an H&H Work Shop/Chris Armstrong/Sandy Rainey Harley, Rainey led for three laps before being displaced by Goss. Goss led to the flag as Mike Kidd, also working up from a bad start, got by Rainey on the final lap for second. Jorgy, Rush and Baddy placed fourth through sixth.

All the time the racing and mist had been going on, so had another show outside of turns 1-2. An approaching thunderstorm was lighting up the skies. The rain began to fall harder, and after a test lap, the third heat retired to the sidelines and vans took to the track to try and keep it dry should the rain let up. It didn't. The thunderstorm hit the Topeka area square on with heavy rains and gusty winds. The race was postponed until 9 a.m. the following morning.

A tractor pull scheduled for the following day had imposed an initial deadline of getting the races over with by noon Monday. But the deadline was moved back three hours, allowing the race to run.



Scott Pearson leads the National into the first turn, followed by Hank Scott (14), Randy Goss (13) and Bill Schaeffer (96).

On Monday morning the mud was scraped off the track, and equipment and volunteer vans packed down the surface. But nearly from the start of practice the surface started to break down, with turns one and two a series of holes pockmarking the groove.

After a lengthy practice, third heat action got underway with Hank Scott pulling a killer holeshot ahead of Bubba Shobert and Ricky Graham. Shobert's sudden association with the turn three haybales brought out the red flag, with Shobert making the restart after some quick work in the pits. The restart was nearly the same with Scott taking the lead, this time followed by Shobert and Scott Drake. Scott continued on to the flag with his Branch/Barnes/RPM/Jack Sisemore/KRW/Team Jesus/Bill's Pipes machine, winning without significant interference. Ted Boody worked his way past Drake and Shobert for second, while Klotz/Wiseco rider Ricky Graham came off a bad start to pass his way to third. Drake and Shobert were the next riders past the flag.

Bill Schaeffer, a Pennsylvania resident currently staying in Canada with Doug Sehl, was first off the line in the final heat, with Ronnie Jones and Jeff Haney, on the Honda single, in pursuit. Gary Scott was quickly through traffic to assume second on the second lap, leaving Jones and Haney to work it out between themselves as to who would get the other transfer. Through most of the race the front four was a Schaeffer/Scott battle followed at a short distance by the Jones/Haney war. Two laps from the end Scott took the lead, and Haney was never able to get past Jones. Terry Poovey finished fifth.

Semis

Labrie led the way into the first turn of the first semi with Gene Church and Scott Parker in tow. Church fell in the middle of the pack in the second turn, but somehow wasn't hit and managed to get his bike off the track, averting a red flag. Fletcher's H-D/Daytona International Speedway-sponsored Labrie continued to lead right up to the checkered flag, and took the sole National transfer. Parker was second ahead of Bubba Rush and Ricky Resweber.

Team Honda's Haney led the second semi troops into the first turn, but Scott Drake displaced him on the back straight as Bubba Shobert completed the top three at the end of a lap. The next lap saw Haney back in the lead while Drake dropped back with machine troubles. Terry Poovey moved into the top three, and after Haney led three more laps, Shobert and Poovey moved past. Shortly afterward, "Jeff the Jet" coasted off the track. Poovey gained possession of the lead and took it to the flag, while Shobert only made it to the white flag before his motor expired. Phil McDonald, Tom Berry and Steve Lawson followed Poovey across the line.

National

With the deadline, and clouds overhead, the program was flopped with the National running before the Trophy Race and the 500cc Invitational.

Just as they had done in their heats, Scott Pearson and Hank Scott jumped in front of the field. Scott edged Pearson for the lead as they entered the backstraight, but Pearson was back in front before the lap was over. Harley's Randy Goss moved into second in front of Scott.

With three laps run, the order was Pearson, Goss, Hank Scott, Schaeffer, Boody, Rainey, Eklund, Labrie and Kidd.

Pearson started pulling the pack, establishing a healthy lead at the one-quarter mark. Positions behind him remained fairly stable, except for Rainey, who got out of shape as he hit a hole and was passed by Eklund and Labrie.

At the seven-lap mark, Eklund rolled by, hand in the air and out of the race with a malfunctioning motorcycle.

At the halfway point Pearson still led by a good distance. But a crash had already claimed Ronnie Jones, and Pearson was to be the next victim as he bit it in turn one. "My front wheel hit a hole and it threw me off," said Pearson later. "The track wasn't safe. I don't care if I won or not, the track wasn't safe."

With Pearson out it was a tight four-way battle for the lead, with Hank Scott, Goss, Schaeffer and Boody freight-training around the oval. Further back Morehead had come out ahead in a battle with Labrie, who had brushed a haybale on the outside of a straightaway and bent his brake lever backwards.

Scott continued to hold onto his narrow lead, helped by the fact that the track didn't allow too much passing room. "I tried to get him (going into turn three) once," said Goss, "but I would have hit him."

Scott took the checkered with Goss and Schaeffer still close behind. Boody fell somewhat behind the leading group, but still held a secure fourth.

Morehead finished fifth; the rough track pounding his injured hand so much he could barely hold onto the handlebars. Gary Scott recovered from a near last start to place sixth in front of Labrie. Rainey, Kidd and Poovey rounded out the top 10. Graham was another crash victim and was credited with 11th in front of Pearson, Jones and Eklund.

Trophy Race

Klotz/Wiseco-sponsored Scott Parker, riding Jay Springsteen's factory Harley, was in command of the Trophy Race all the way from green light to the red flag caused by Marty Bushman's turn one crash. On the restart it was the same story, and as before Phil McDonald and Bubba Rush ran 2-3 behind him and continued to do so to the checkered flag.

500cc Invitational

The Honda Challenge event was little challenge for Team Honda riders Jeff Haney and Mickey Fay as they ran 1-2 from start to finish, and it didn't even seem to matter that Haney broke his right footpeg on the second lap. An entertaining, change-places-nearly-every-lap scrap for third was played out by Honda riders Tim Mertens, Scott Adams and Rich King. King, a Junior, eventually finished third with Mertens fourth. Adams had a wild ride through turns 1-2 near the end of the race as he got crossed up, nearly highsided, wound up with his body hanging off the left side of the motorcycle, but somehow managed to bulldog it to a near standstill, where he jumped back on the seat and finished the race. Bret Baddy (Yam) placed fifth. ●

Results

20-LAP NATIONAL: 1. Hank Scott (H-D); 2. Randy Goss (H-D); 3. Bill Schaeffer (H-D); 4. Ted Boody (H-D); 5. Steve Morehead (H-D); 6. Gary Scott (H-D); 7. Bill Labrie (H-D); 8. Wayne Rainey (H-D); 9. Mike Kidd (H-D); 10. Terry Poovey (H-D); 11. Ricky Graham (H-D); 12. Scott Pearson (H-D); 13. Ronnie Jones (H-D); 14. Steve Eklund (H-D).
TIME: 8.50.89.

12-LAP TROPHY RACE: 1. Scott Parker (H-D); 2. Phil McDonald (H-D); 3. Bubba Rush (H-D); 4. Tim Cartwright (H-D); 5. Steve Lawson (H-D); 6. Ty Cawley (H-D); 7. Ricky Resweber (H-D); 8. Mickey Fay (Hon); 9. Marty Bushman (H-D); 10. Tom Berry (H-D).
NO TIME.

HONDA CHALLENGE 500cc INVITATIONAL: 1. Jeff Haney (Hon); 2. Mickey Fay (Hon); 3. Rich King (Hon); 4. Tim Mertens (Hon); 5. Bret Baddy (Yam).

AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINT STANDINGS: 1. Randy Goss (161); 2. Hank Scott (153); 3. Ricky Graham (142); 4. Mike Kidd (121); 5. Gary Scott (111); 6. Steve Morehead (105); 7. Billy Labrie (92); 8. Scott Pearson (86); 9. Rich Schlacter (85); 10. Scott Parker (84); 11. Alex Jorgensen (76); 12. Steve Eklund (74): 13. Ted Boody (66); 14. Terry Poovey (57); 15. Ronnie Jones (54); 16. Kenny Roberts (53); 17. Mickey Fay (49); 18. Bruce Hammer (46); 19. (TIE) Jay Springsteen/Wayne Rainey (43).

Turn one in the first 125cc moto: Mark Rakestraw (57), Scott Burnworth (441), Jeff Ward (19) and Mark Barnett (beside Ward) lead. Chappy Blose (behind Ward), Broc Glover (1) and Jim Holley (830) are already in trouble. Donnie Cantaloupi (23) and Jim Meenan (970) go wide.

AMA National Championship 125/500cc MX Series: Final rounds

Barnett claims 125cc crown, LaPorte aces 500cc ranks in Florida

By Tom Mueller

ST. PETERSBURG, FL, AUG. 31

Team Suzuki's Mark Barnett came out on top of a second moto duel with Team Yamaha's Broc Glover to become the 1980 125cc National Champion, and Suzuki's Danny LaPorte once again played the leader's role in the 500cc class for a 1-1 day in the Super Sports-promoted final AMA 125/500cc National Championship MX Series rounds at Sunshine Speedway.

Glover was only three points ahead of Barnett going into the final round, and it was anyone's guess who would take the title. Glover was the defending champ with three titles in a row to his credit, and Barnett was the man who had a shot at taking it away. Injuries had quashed Barnett's efforts in the previous season.

"I just hope it's a fair race," said Barnett's father during practice. From the time they hit the track, it was a psyche game between Barnett and Glover. The two rode side-by-side throughout practice, checking each other's lines and staying at almost race pace. Barnett was back in the pits a number of times during practice fine-tuning his bike. He opted for his twin shock cycle instead of Suzuki's Floater.

Glover was quiet in the pits, keeping out of the hot Florida sun and thinking things over. "I made a few mistakes at the beginning of the year I shouldn't have," he said.

The temperature broke into the 90s, and combined with the deep sand and choppy sections of the track after practice, only the strong would survive. Many a rider faded or DNF due to the strength-sapping conditions.

125cc National

Glover and Barnett were positioned next to each other at the start of moto one at the center of the gate. It was holeshot time for Barnett. Glover, along with Honda riders Tom Benolkin and Ron Sun plus about 10 others were involved in a first turn crash. Glover and Benolkin got going again, but Sun was out of it. Behind Barnett Kawasaki's Jeff Ward, Suzuki's Scott Burnworth, Yamaha's Donnie Cantaloupi, Dynamic Cycle/Hi-Point's Kris Bigelow and KTM-sponsored Jim Meenan followed.

Ward soon closed the gap on Barnett and Cantaloupi passed Burnworth for third. Glover had come to 10th and was soon in fourth.

Then in an "S" curve, Ward went inside to take the lead. Mugen's Johnny O'Mara was on Glover after passing Denny Bentley. Ward pulled a small lead, but looked confident. He had time for a triple clicker off the big jump to the crowd's delight, while Barnett used a conservative low trajectory.

Randy Sullivan had taken sixth after Bentley, riding with a sore shoulder fell back, but he also faded. Burnworth and Honda's Rich Coon got O'Mara for the 5-6 slots. Glover closed on Cantaloupi, and then Cantaloupi looked back, paused, and let Broc by. Cantaloupi never let Glover out of his sights and stayed tight the rest of the race. There was a 44-second gap from Barnett to Glover, one Broc couldn't close. Ward, Barnett, Glover, Cantaloupi, Burnworth, O'Mara and Rodney Herring crossed the line. Glover and Barnett were now only one point apart — in Glover's favor — going into the final moto.

Benolkin had hurt his back in the first turn crash and finished out of the top 20 but was ready to ride moto two. Ron Sun was not as lucky. He was in the pits with a neck brace. "Am I glad it's over," said Sun. "That's the 125 class. I think a bike fell on my neck. I

(Top) Danny LaPorte ended the season on a winning note. (Above) Barnett (with cap), LaPorte (in leathers), new 500cc number one Chuck Sun (dark shorts) and AMA's Mike DiPrete in victory circle.

pulled some muscles in it."

The battle looked like it would set up when Glover and Barnett shared the holeshot in moto two, but it never materialized. Luft's Gary Denton, DG's Chris Heisser and Benolkin followed. Glover stuck on Barnett after Mark got ahead, but by lap six had backed off. Benolkin had a skirmish with Heisser and won out, and Ward was once again on the throttle and into fourth. O'Mara and Race Ready's Mark Rakestraw were dueling in the 5-6 spots.

Benolkin soon put the moves on Glover, and Ward took Heiser for fourth. O'Mara and Bigelow also passed Heisser a few laps later.

Barnett now had 52 seconds on Benolkin and one minute 10 seconds on Glover. Soon Ward passed Glover. It was as if Glover's pace was almost lackadaisical — lappers were getting in his way, and he wasn't zapping them in his usual manner. By the finish, Barnett was ready to lap Glover. Barnett came across the line and received a hug from his father. A while later came Benolkin, Ward, O'Mara, Bigelow and Glover.

"It was about time — it sure feels great," said a quiet-mannered Barnett in the pits.

"Toward the end of the year we just didn't have the support we needed," said Glover. "That doesn't cut it. In New York the motor went away, and we didn't have another one. This week a shock went away, and we didn't have a replacement."

Glover was asked if he had a choice of what displacement bike he would ride in next year's Nationals. "I guess I'll have a choice — it's contract time," he said.

"I was passing a rider and kinked my front brake cable. It bottomed the forks, and I bent my leg under the frame and twisted my knee," said Cantaloupi concerning his second moto ride.

Jeff Ward locked up third overall for the season ahead of Suzuki's Brian Myerscough, who wasn't present the last two rounds due to his problem with hypoglycemia. Though Coon crashed out of the second moto, he still took fifth overall for the year. Top privateer in the 125cc class for the season was Jim Holley, sponsored by Mugen and Jim O'Neal Products, tied with Ron Sun in ninth place.

500cc National

New 500cc National Champion Chuck Sun was present, but didn't ride. He had broken a bone in his right hand when he smacked a post at New York. He said he would be ready to go when the Trans-USA starts September 21.

Arlo Englund took the first moto holeshot followed by Honda's Jim Gibson, Gary Semics of LOP, Danny LaPorte, Kawasaki support rider Goat Breker and Maico's Denny Swartz. Soon Gibson was in the lead trailed by Englund and a Breker/LaPorte/Kessler clash. Semics and Maico rider Alan King were next. Then Kenny Keylon, the 16-year-old Florida rider that some felt would be a top five rider, fell in the back section of the course. He was never in contention for the day.

LaPorte passed Englund and began to close the gap on Gibson. Yamaha's Rex Staten had moved to fourth with Semics and Maico rider Steve Stackable in fifth.

LaPorte took the lead as Englund and Staten fell into a dice behind Gibson. King had taken seventh after moving on Maico rider John Reinholt. Mickey Kessler and Steve Rhyan were next.

LaPorte once again looked like the champ — as he was in 1979 — on the gas all the way. Staten passed Gibson with Semics, Englund, Stackable, Suzuki's Marty Smith, Kessler, Rick Burgett, Swartz and Tony Summey following.

Gibson got out front in moto two with LaPorte a close second. Semics, Stackable, King and Burgett trailed. LaPorte took the lead after about eight laps, and King found his way to third. He got Gibson in the corners but Gibson would out-motor him in the straights. King then fell out of contention when he caught his leg under the frame and bent his knee and ankle.

Semics displaced third place rider Stackable and then got Gibson for second. When Gibson stopped for a dowsing in the mechanic's area, Smith blasted into third. Smith then used a tight inside line to gain second. He tried to close the gap on LaPorte, but couldn't do it. Semics, Burgett, Stackable, Staten, Englund and Gibson crossed the line arranged in that order.

"It's been a good year, I'm not really disappointed," said LaPorte later. "This is the only real motocross of the year. It's bumpy and takes a lot of technique. I wanted to win it. It was just like it was last year. I've just had this weird luck, but that's motor sports racing. Things are swinging my way again."

Goat Breker took second overall for the year, even though he wasn't in contention in the final round. "I drank too much water (before the first moto) and I threw up on the second lap. I had enough points and I didn't have to prove anything," said Breker.

Marty Smith took third overall in the season's standings, followed by Rick Burgett and Jim Gibson. Top privateer honors in the 500cc class went to Arlo Englund in sixth. ●

Results

125cc NATIONAL: 1. Mark Barnett, 2-1 (Suz); 2. Jeff Ward, 1-3 (Kaw); 3. Broc Glover, 3-6 (Yam); 4. Johnny O'Mara, 6-4 (Mug); 5. Chappy Blose, 8-8 (Kaw); 6. Rodney Herring, 7-10 (Yam); 7. Tom Rice, 12-7 (Yam); 8. Tom Benolkin, *-2 (Hon); 9. Jim Holley, 9-11 (Mug); 10. Donnie Cantaloupi, 4-* (Yam); 11. Jim Meenan, 13-12 (KTM); 12. Jeff Watts, 10-15 (Yam); 13. Scott Burnworth, 5-20 (Suz); 14. Kris Bigelow, *-5 (Yam); 15. Chris Heisser, 16-13 (Hon); 16. David Weak, 15-14 (Yam); 17. A.J. Whiting, 11-18 (Yam); 18. Mark Rakestraw, 17-17 (Hon); 19. Bobby Handy, 17-17 (Hon); 20. Jeff Surwall 14-* (Yam).

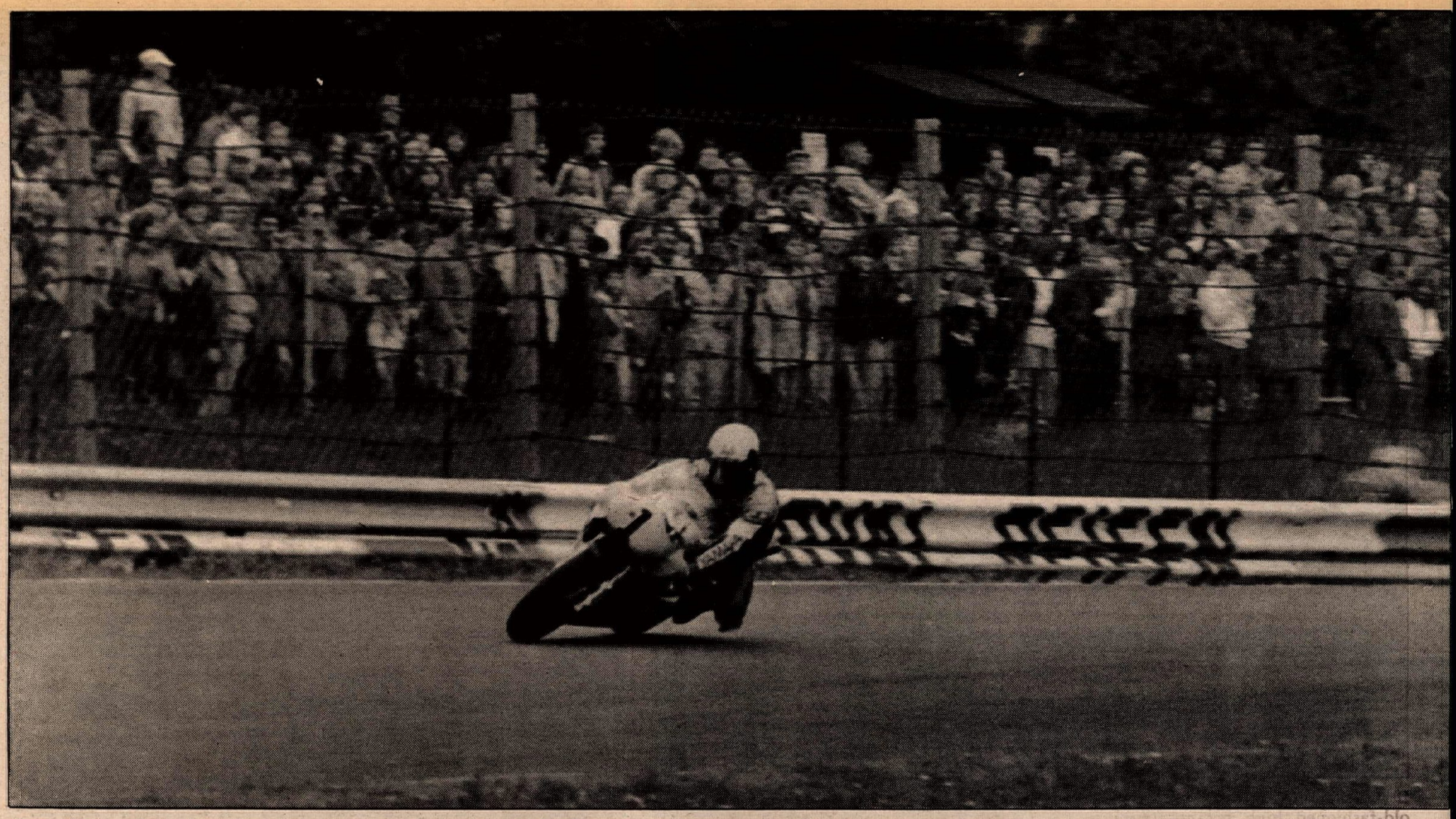
500cc NATIONAL: 1. Danny LaPorte, 1-1 (Suz); 2. Gary Semics, 4-3 (Yam); 3. Rex Staten, 2-6 (Yam); 4. Marty Smith, 8-2 (Suz); 5. Jim Gibson, 3-8 (Hon); 6. Steve Stackable, 6-5 (Mai); 7. Arlo Englund, 5-7 (Yam); 8. Rick Burgett, 11-4 (Yam); 9. Steve Rhyan, 7-10 (Mai); 10. Mickey Kessler, 9-9 (Yam); 11. John Reinholt, 10-11 (Mai); 12. Gaylon Mosier, 16-12 (Kaw); 13. Denny Swartz, 13-17 (Mai); 14. Wayne Boyer, 14-16 (Suz); 15. Dan Turner, 19-13 (Mai); 16. Tony Summey, 12-* (Mai); 17. Mark Hutcheson, *-14 (Mai); 18. Rick Sidle, 18-18 (Mai); 19. Maby McIntyre, *-15 (Yam); 20. Goat Breker, 15-* (Kaw).

*Denotes placing out of top 20.

AMA 125cc NATIONAL MX SERIES FINAL POINT STANDINGS: 1. Mark Barnett (314); 2. Broc Glover (305); 3. Jeff Ward (219); 4. Brian Myerscough (214); 5. Rich Coon (186); 6. Scott Burnworth (151); 7. Donnie Cantaloupi (138); 8. Chappy Blose (124); 9. (TIE) Ron Sun/Jim Holley (122); 11. Tom Benolkin (110); 12. Johnny O'Mara (109); 13. Jeff Watts (105); 14. Phil Larson (97); 15. Mike Brown (89); 16. Jim Meenan (81); 17. Kris Bigelow (73); 18. David Taylor (61); 19. Mark Rakestraw (51); 20. A.J. Whiting (49).

AMA 500cc NATIONAL CHAMPIONSHIP MX SERIES FINAL POINT STANDINGS: 1. Chuck Sun (307); 2. Goat Breker (247); 3. Marty Smith (233); 4. Rick Burgett (231); 5. Jim Gibson (216); 6. Arlo Englund (213); 7. Danny LaPorte (178); 8. Denny Swartz (175); 9. Gary Semics (172); 10. (TIE) Marty Moates/Gaylon Mosier (147); 12. Mickey Kessler (143); 13. Steve Rhyan (111); 14. Alan King (99); 15. Steve Stackable (98); 16. Rex Staten (95); 17. Gary Pustelak (86); 18. John Day (84); 19. Wayne Boyer (72); 20. Jim Weinert (58).

MANUFACTURER FINAL POINT STANDINGS: 1. Suzuki (976); 2. Yamaha (900); 3. Honda (847); 4. Kawasaki (779); 5. Maico (280); 6. Husqvarna (242); 7. (TIE) KTM/Mugen (165); 9. Can-Am (78); 10. SWM (1).



Kenny Roberts rode a smooth, cooly calculated race at the final round, easily securing World Championship title number three.

World Championship Road Race Series: Final round

Roberts wins third title with calculated German GP performance

By Nick Harris
Photos by Shigeo Kibiki

NURBURGRING, GERMANY, AUG. 24

As the curtain dropped on the 1980 Grand Prix season at the torturous Nurburgring circuit, Kenny Roberts, John Ekerold and Eugenio Lazzarini clinched World Championship titles in a dramatic and appropriate farewell to the historic 14-mile German track.

Roberts' third successive 500cc World Championship-clinching performance was a calculated affair. He finished a professional fourth in a race won by Italian Marco Lucchinelli. Roberts' only championship challenger, Suzuki's Randy Mamola, dropped to fifth place with a broken oil seal after leading for three laps. World TT Formula One Champion Graeme Crosby showed his obvious liking for the circuit by finishing second, his best ever GP placing.

Suzuki's sadness at missing the individual World Championship was tempered by their clinching the Manufacturers Award by just six points from Yamaha, their fifth consecutive success in this contest and one which Yamaha very much wanted to add to Roberts' individual success.

In the Nurburgring's checkered history rarely can there have been a more exciting battle than the epic 350cc race between championship leaders John Ekerold and Anton Mang. For six unforgettable laps they fought for the championship crown smashing the lap record by over 15 seconds — and the tears of emotion at the finish conveyed the popularity of South African Ekerold's victory among his fellow competitors.

"Neither of us would give an inch," recalled Ekerold. "My bike (Bimota Yamaha) was faster on top speed but his (Kawasaki) had better acceleration. I just wanted to get out in front and stay there."

With so much excitement at the front, hardly anybody noticed a superb battle for third place in which Yamaha-mounted Johnny Cecotto, despite brake problems, fought off the Kawasaki challenge of Jean-Francois Balde and Gregg Hansford who was hampered by carburetion troubles.

In the 500cc race, Yamaha's Roberts with a 14 point lead could adopt a cool approach as he was safe in the knowledge that as long as he finished in the top nine he would remain champion.

With Mamola and Lucchinelli steaming from the line on their Suzukis, the World Champion tucked in behind a battle for third place between Wil Hartog and Crosby.

Lucchinelli, desperate for his first World Championship victory, took the lead on the second lap while countryman Virginio Ferrari, making his debut on a Yamaha-based Cagiva, retired at the pits reporting a loss of power.

Mamola regained the advantage a lap later at Karussell but then started to drop back with oil over the rear of the machine and any chance he had of the World Championship faded.

"I don't know what broke," explained Mamola. "There was oil all over the place and I think it must have been a seal. Anyway at least an American has won the title."

Gregg Hansford, making his return to GP racing, had a lucky escape on lap three when the steering damper broke on his Kawasaki. "I was flat out in fourth when the damper went," he recalled. "I just let the bike go and somehow she stayed upright and I stayed on. It really frightened me."

Lucchinelli, with a new lap record which will probably stand for evermore, crossed the line with a 20-second advantage over Crosby who gained his best ever GP result.

Hartog was a comfortable third and there were anxious glances from the Yamaha camp until Roberts arrived in fourth spot to clinch his third consecutive World Championship title ahead of rival Mamola.

"Those guys at the front were too fast today and I'm pleased just to finish because I don't like this circuit," said Roberts. ●

Results

50cc: 1. S. Dorflinger (Kro); 2. E. Lazzasini (Ipr); 3. H. Hummal (Kre); 4. H. Spear (Kre); 5. I. Emmerich (Kal); 6. W. Muller (Kre); 7. G. Schirnhofer (Kre); 8. H. Van Kessel (Pan); 9. T. Timmer (Bul); 10. G. Bohl (Kre).

Fastest lap: Dorflinger (Kre), 11m 26.04s. 74.40 mph.

125cc: 1. G. Bertin (Mot); 2. A. Nieto (Min); 3. H. Muller (MBA); 4. M. Massimiani (Min); 5. G. Bender (Ben); 6. B. Knaubuhler (MBA); 7. P.P. Bianchi (MBA); 8. H. Van Kessel (Con); 9. S. Janssen (MBA) 10. P. Looyesteyn (MBA).

Record lap: G. Bertin (Mot), 9m 12.4s, 92.46mph. Old record: A. Nieto (Min), 9m 17.0s, 91.53mph.

250cc: 1. K. Sallington (Kaw); 2. J.F. Balde (Kaw); 3. T. Marty (Kaw); 4. G. McGregar (Cot); 5. J. Cornu (Yam); 6. D. DeRadigues (Yam); 7. H. Hauf (Yam); 8. R. Fraymond (AD), 9. M. Wimmer (Yam); 10. Tomic (Yam).

350cc: 1. J. Ekerold (Yam); 2. T. Mang (Kaw); 3. J. Cocotto (Yam); 4. J.F. Balde (Kaw); 5. G. Hansford (Kaw); 6. J. Carnu (Yam); 7. J. Sayle (Yam); 8. J.L. Tournadre (Yam); 9. G. McGregor (Yam); 10. K. Huewen (Yam).

Record lap: J. Ekerold (Yam), 8m 25.93s. 100.90mph. Old record: T. Katayama (Yam), 8m 39.7s, 98.18mph.

500cc: 1. M. Lucchinelli (Suz); 2. G. Crosby (Suz); 3. W. Hartog (Suz); 4. K. Roberts (Yam); 5. R. Mamola (Suz); 6. J. Cecotto (Yam); 7. F. Uncini (Suz); 8. J. Middleburg (Yam);9. C. Perugini (Suz); 10. G. Reiner (Yam).

Record lap: M. Lucchinelli (Suz), 8m 22.23s, 101.64mph. Old record: V. Ferrari (Suz), 8m 29.5s, 100.16mph.

SIDECAR: 1. J. Taylor/B. Johansson (Yam); 2. A. Michel
Michel/M. Burkhard (Yam); 3. E. Sizeuer/J. Van der keap (Yam); 4. T. Ireson/B. Ayres (Yam); 5. B. Holzer/C. Meierhans (Yam); 6. G. O'Dell/K. Williams (Yam); 7. P. Cambell/R. Goodwin (Yam); 8. J. Hockert/M. Harrold (Yam); 9. W. Schwarzel/A. Huber (Yam); 10. W. Ohrmann/E. Schmitz (Yam).

Record lap: R. Biland/K. Waltisperg (Yam), 8m 52.66s, 95.85mph. Old record: A. Michel/S. Collins (Yam); 9m 6.8s, 93.33mph.

FINAL WORLD CHAMPIONSHIP POINT STANDINGS:

50cc: 1. E. Lazzarini (Ipr) 74; 2. S. Dorflinger (Kre) 72; 3. H. Hummel (Kre) 37; 4. R. Torino (Kre) 36; 5. H. van Kessel (Pen) 31; 6. H. Spaan (Kre) 24; 7. T. Timmer (Kre) 19; 8. TIE: Y. Dupont/J. Hutteau (ABF) 18; 10. W. Muller (Kre) 15.

125cc: 1. P.P. Bianchi (MBA) 90; 2. G. Bertin (Motob) 81; 3. A. Nieto (Min) 78; 4. B. Kneubuhler (MBA) 68; 5. C. Reggiani (Min) 65; 6. H. Muller (MBA) 64; 7. L. Palazzese (MBA) 28; 8. M. Massimiani (Min) 20; 9. P. Looyesteyn (Mor) 18; 10. B. Smith (MBA) 17.

250cc: 1. T. Mang (Kaw) 128; 2. K. Ballington (Kaw) 87; 3. J.F. Balde (Kaw) 59; 4. T. Espie (Yam) 53; 5. R. Freymond (AD Maj) 46; 6. C. Lavado (Yam) 29; 7. J. Marchetti (Yam) 28; 8. J. Cornu (Yam) 26; 9. E. Saul (Yam) 24; 10. G. McGregor (Cot) 18.

350cc: 1. J. Ekerold (Yam) 63; 2. T. Mang (Kaw) 60; 3. J.F. Balde (Kaw) 38; 4. J. Cecotto (Yam) 37; 5. J. Sayle (Yam) 25; 6. E. Saul (Yam) 24; 7. J. Cornu (Yam) 21; 8. M. Matreoni (Yam) 19; 9. W. Villa (Yam) 16; 10. Fernandez (Yam) 12.

500cc: 1. K. Roberts (Yam) 87; 2. R. Mamola (Suz) 72; 3. M. Lucchinelli (Suz) 59; 4. F. Uncini (Suz); 50; 5. G. Rossi (Suz) 38; 6. TIE: J. Cecotto (Yam)/W. Hartog (Suz) 31; 8. G. Crosby (Suz) 29; 9. J. Middelburg (Yam) 20; 10. T. Katayama (Suz) 18.

SIDECAR: 1. J. Taylor/B. Johannson (Yam) 94; 2. R. Biland/K. Waltisperg (Yam) and A. Michel/M. Burkard (Yam) 63; 4. E. Strauer/J. van den Kaap (Yam) 52; 5. W. Schwarzel/A. Huber (Yam) 48; 6. S. Holzer/K. Meierhans (Yam) 37; 7. D. Jones/B. Ayres (Yam) 35; 8. G. O'Dell/K. Williams (Yam) 21; 9. R. Vanneste/J. Vanneste (Yam) 16; 10. P. Cambell/R. Goodwin (Yam) 16.

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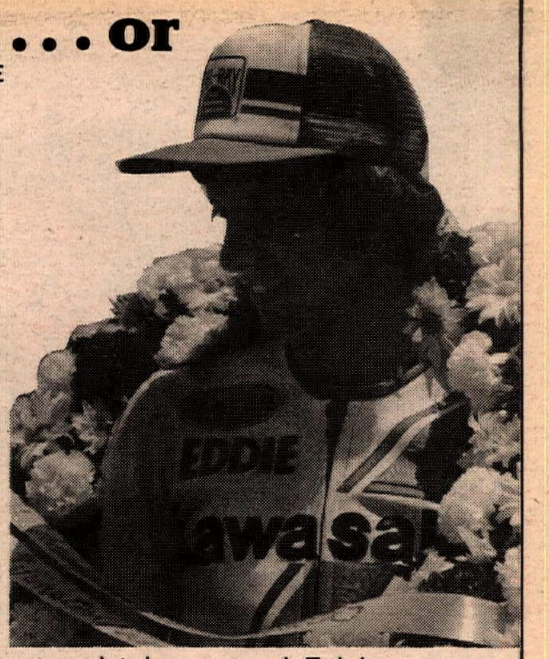

both statements are relevant to genius. One relates to odor and one to performance, but which is which?

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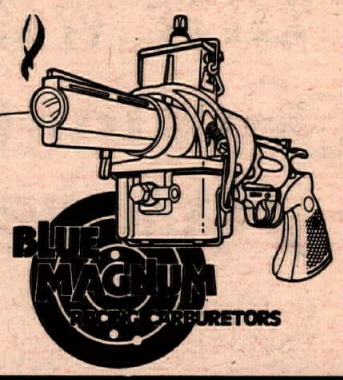

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(Clockwise from left) Honda's Ted Worrell, here at the noon gas check, was the overall winner. National Champ Dick Burleson struggles through the beaver swamp. High point A rider Bill Berroth. A bridge under the beaver swamp broke apart, resulting in scenes like this.

AMA National Championship Enduro Series: Round seven

Greylock National to Worrell

By Boyd Reynolds
Photos by Todd and Boyd Reynolds

MIDDLEFIELD, MA, AUG. 24

Persistence paid off for Ted Worrell as he took the overall win in the Greylock Riders M.C. sponsored 100-mile Greylock National. Team Honda rider Worrell edged Suzuki's Drew Smith, his former teammate, by a scant one point. For Worrell, it was the end of a long dry spell which saw injury and other problems keep him out of the limelight.

The demanding course, designed by ISDT specialist Al Eames, took its toll on the 200 eager competitors. Worrell's winning score was 16 points — an indication that it was a run worthy of being a National.

When asked how he liked riding a Honda two-stroke over the Suzuki PE he competed on for several years, Worrell's reply was, "The first few bikes weren't too great, but this one really goes. When we get it dialed in we'll be tough."

Worrell really did well all along the course, although his late number almost did him in at the beaver swamp only three miles from the finish.

National Champion Dick Burleson, riding over 30 numbers ahead, was one of the last to make it through the swamp as the wood bridge under the water began to break up and float to the surface. Kurt Johnson, Dick Flood (an appropriate name) and Allen Eastwood of the Greylock Riders trail crew went into the water to their shoulders removing timbers between riders and almost carrying about 20 of the entries through the five to six feet deep water.

Spectators then pitched in and built a makeshift bridge with the timbers along the edge of the beaver dam. Riders walked their bikes, with many hands along the way helping, to the other side. In all about eight riders were submerged and drowned out from the nearly 150 that passed through the water section.

It had been nine years since a National started from the Middlefield Fairgrounds, once the starting point of the Berkshire International, a popular two-day contest. In 1973 the ISDT traversed many of the same trails.

It was a day typical of the weather New England is famous for. Middlefield is high in elevation and not too accessible to interstate highways, but there is everything any woods rider would want in variety.

From October Mountain to West Mountain, the trails are a woods riders dream. It was in this section that Burleson picked up a flat tire and rode 20 miles before being able to change it. The resulting loss of time tumbled him to fourth in the AA class. The powerline sections were very familiar to riders who had competed in the 1973 ISDT. Rock strewn sections with steep inclines and descents like the area from Cheshire to Dalton, took a toll on both bike and body. One of those to retire here was Jack Penton after a particularly bruising ride.

Three miles into the run, a steep bank on a telephone cable line became a bottleneck. Bob Knocke arrived with a flat and decided to stop there and help Connecticut dealer Jesse Hills haul guys over the top. Riders did some amazing wheelies with these two helpers catching the bike in mid-air while the rider tumbled head over heels down the hill. This kept the air bristling with excitement.

Two points behind Drew Smith was Can-Am's John Martin with 19. Martin almost lost it all in the beaver swamp as he went flailing for a footing that wasn't there. Trail crewman Dick Flood caught Martin and pushed him back upright with a superior football shoulder block.

John Fero kept a steady throttle on his IT Yamaha for a 20 point loss ahead of Burleson who led Kevin Snapp (25), Ron Ribolzi (33) and Rick Munyon (47).

Bill Berroth took High Point A honors losing 22.

Fred Towsley dropped 37 and had a hard time beating off a whole crew of top B division riders who wanted his High Point trophy.

Dave Spino did it in C class with a 66. He was going to go home too, thinking he didn't even place.

Rod Bush was again right up there with a 23 point loss to capture the 200cc A class. Darryl Kuenzer tied with Bill Berroth, but lost on the tie-breaker battle for High-Point A and was awarded the 250cc A class trophy. Randy Martin did it in Open A with 24 penalty points.

Saturday night prior to the event movies were shown after the Hinsdale Fire Company fed the campers on hand. The Hi-Point 1973 ISDT film brought cheers from the crowd when the narrator credited Al Eames for his guidance in that premier event. Eames and the Greylock Riders M.C. are to be congratulated again for this championship event. ●

Results

OVERALL: Ted Worrell, 16 (Hon).
HIGH POINT A: Bill Berroth, 22 (KTM).
HIGH POINT B: Fred Towsley, 37.
HIGH POINT C: Dave Spino, 66.

AA: 1. Drew Smith, 17 (Suz); 2. John Martin, 19 (C-A); 3. John Fero, 20 (Yam); 4. Dick Burleson, 23 (Hus); 5. Kevin Snapp, 25 (Suz).

200cc A: 1. Rod Bush, 23 (KTM); 2. T. Rocha, 32; 3. V. Ely, 33 (KTM); 4. Gary Elmond, 35 (Kaw); 5. Mark Hyde, 37 (Kaw).

250cc A: 1. D. Kuenzer, 22 (KTM); 2. T. Leimbach, 24 (Kaw); 3. H. Raidel, 25 (KTM); 4. J. Kortenecki, 27; 5. A. Wickstand, 38.

OPEN A: 1. R. Martin, 24 (Suz); 2. T. Cunningham, 27 (Hus); 3. S. Ely, 32; 4. J. Randell, 34; 5. H. Bryant, 41.

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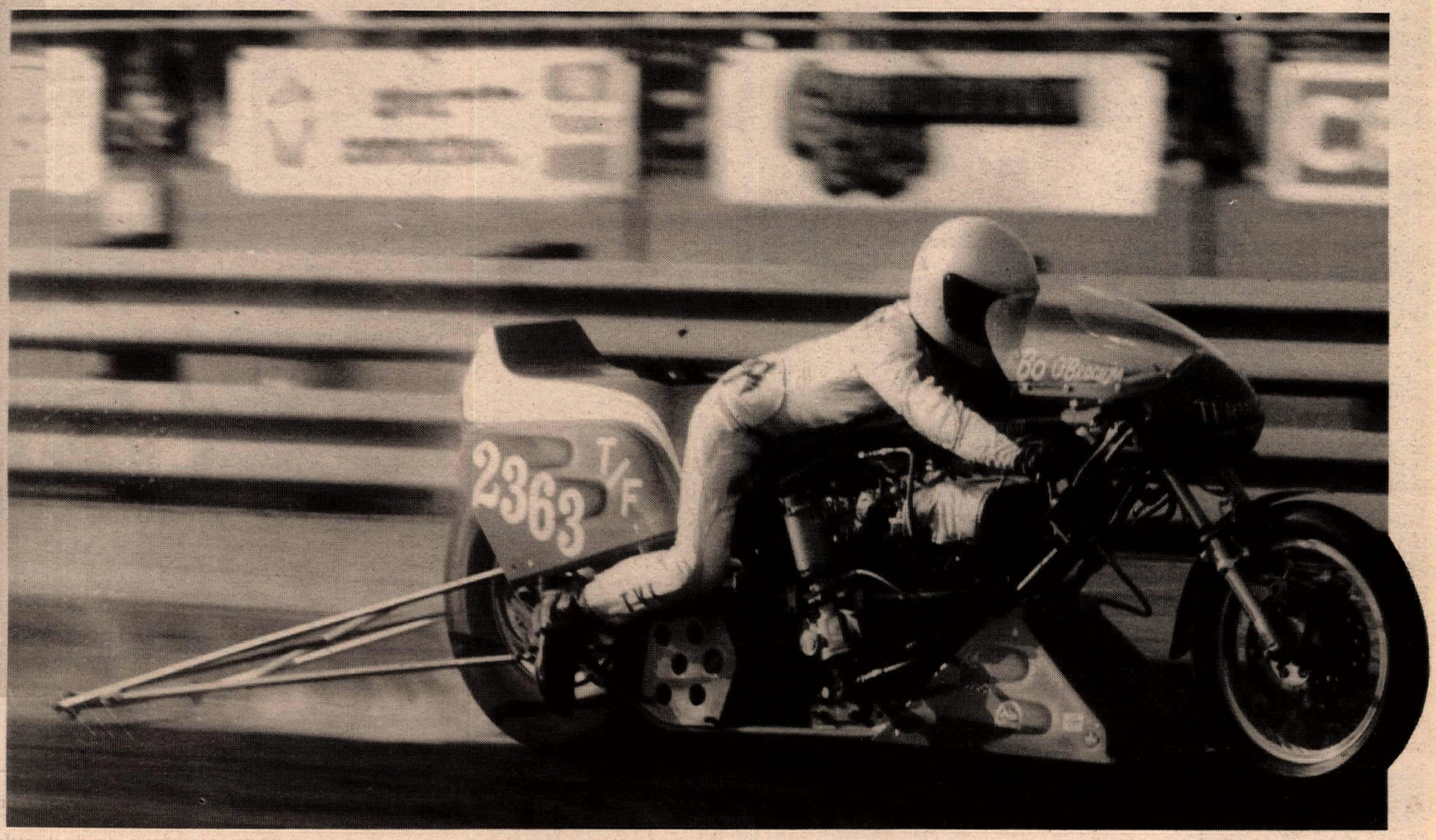
"...Way to Go, Bo!"



Bo O'Brochta sets two world records on his Kawasaki, KZ1000-powered Top Fueler, sponsored by Terminal Van Lines. Congratulations Bo, Mike Grey, Dick Wade and the whole Terminal Van Lines crew.

Sunday, August 10 — The N.M.R.A. Golden State Nationals at Fremont Raceway, Fremont, California: Bo splits the eyes on the timing lights with a blistering 7.30-sec.* — 188 m.p.h. pass down the quarter-mile. He backed it up, won the meet and blasted off to the bank with a pocketful of Kawasaki contingency money.

Saturday, August 23 — The I.D.B.A. Summer Nationals at Cincinnati's Dragway 42: Bo thunders down the strip with a 7.40 sec.* — 188.67 m.p.h. run and backs it up to once again win the meet and pick up a pile of Kawasaki contingency cash.

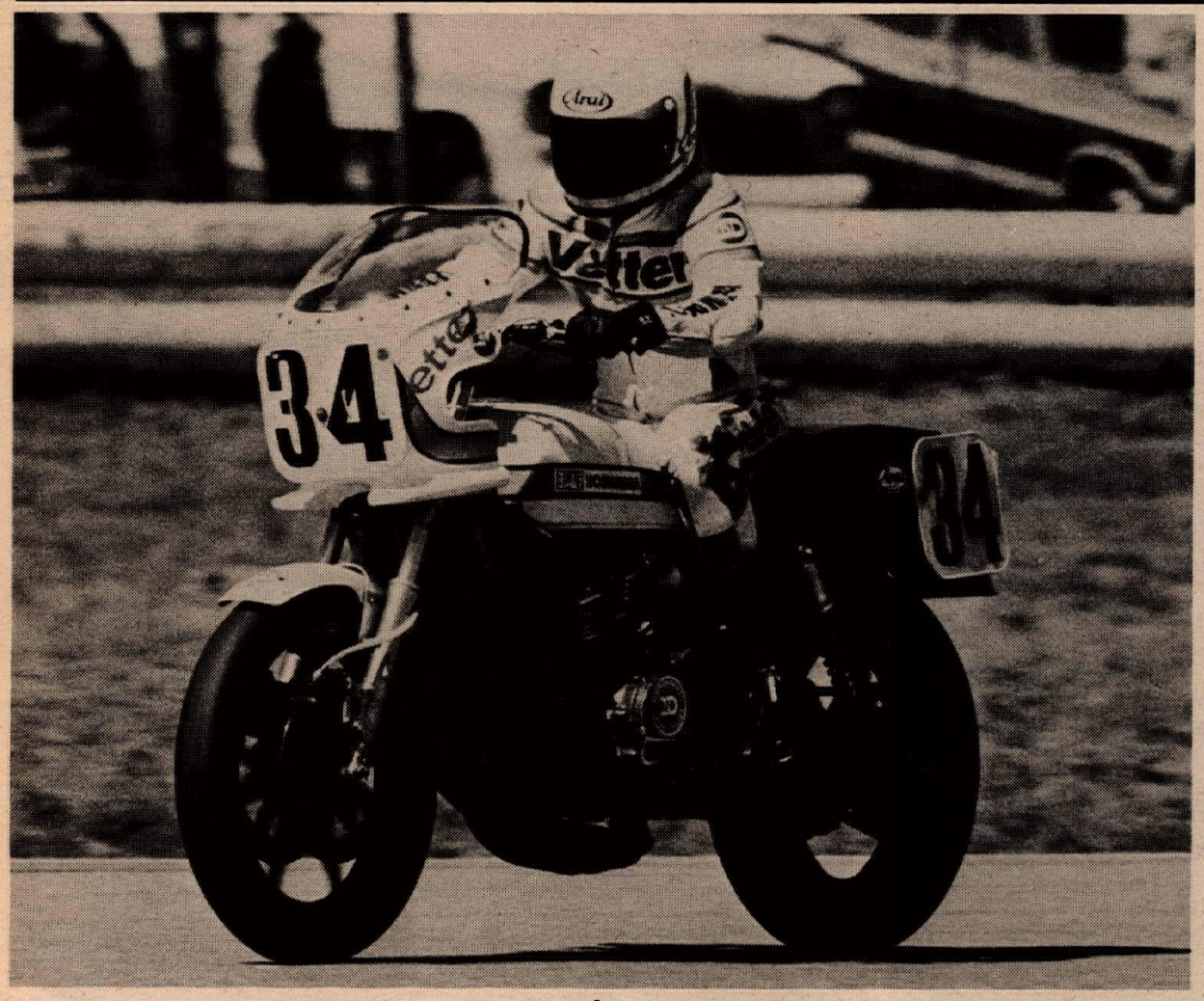
Way to go, Bo. For overall speed and performance we know you've got "Z" right stuff.

(* record)

Kawasaki

Heh, Heh, Heh

Suzuki reigns



Road. Round nine of the AMA Superbike Championship Series goes to Wes Cooley on a Yoshimura GS-1000 Suzuki.

Starting in the last row after crashing in his heat race, Wes took the lead after five laps and went all the way to the finish line in Road Atlanta's Mello Yello Pro-Am road race.

With one race left in the Superbike Series, Wes is going for the championship.

Trail. Suzuki rider Drew Smith aboard a PE-250 calculated his way through the roughest terrain imaginable to win the AA Class of the Eastern Region Greylock 100-mile National Enduro in Middlefield, Massachusetts.

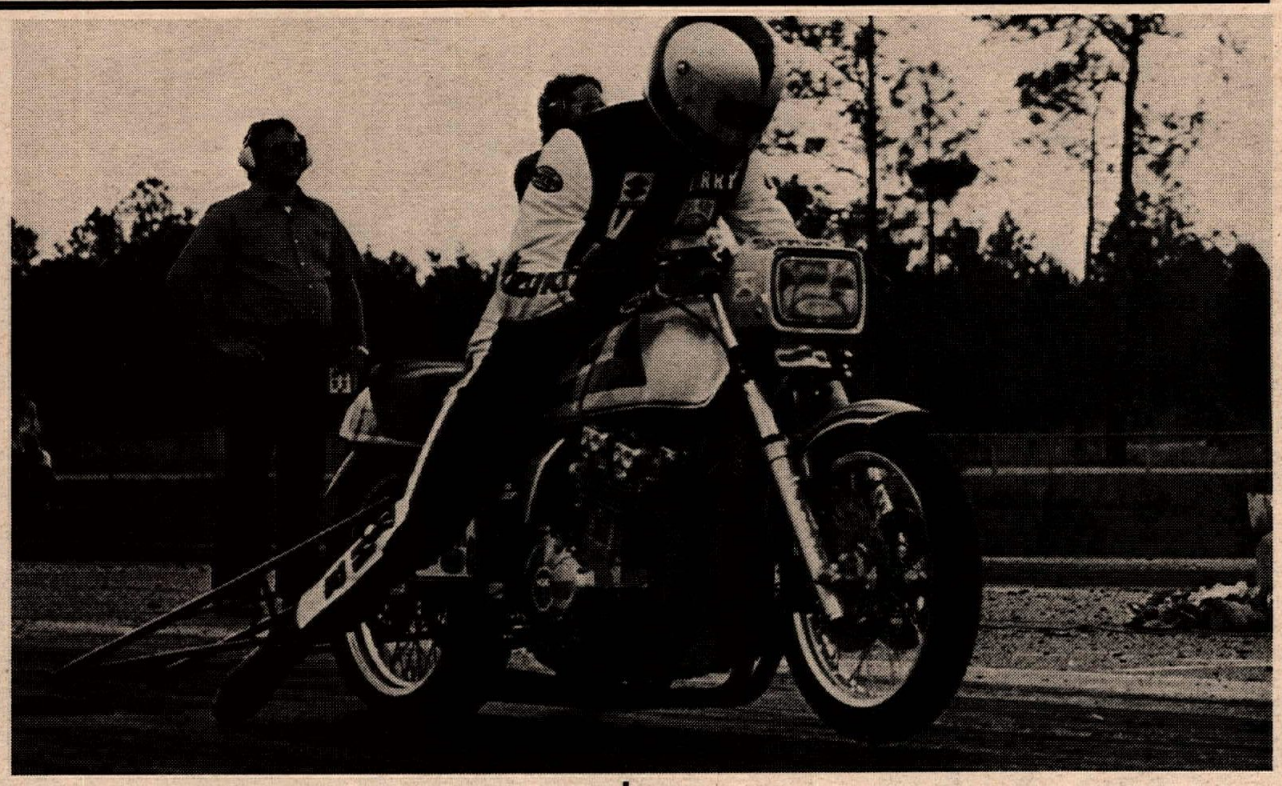
It was a perfect way to get ready for his trip to France where he'll be competing as a member of the American ISDT Team in September.

on all terrains.

Track. Team Suzuki rider Mark Barnett was right on track at the National Motocross Championship Series held in Center Lisle, New York.

Mark and his 125cc Suzuki turned some mighty fast laps in both motos to score a 1-2 finish and the overall win.

We might add, it also put Mark in prime position to capture his first 125cc World Motocross title.



Strip. Rack up another win, and put another world record in the books for Terry Vance and his Suzuki GS-1100.

Terry swept the IDBA Summer Nationals in Cincinnati, Ohio, with a record time of 8.82 seconds and a record speed of 151 mph.

So you see, whether it's on the track, trail, road or strip, Suzuki reigns supreme.

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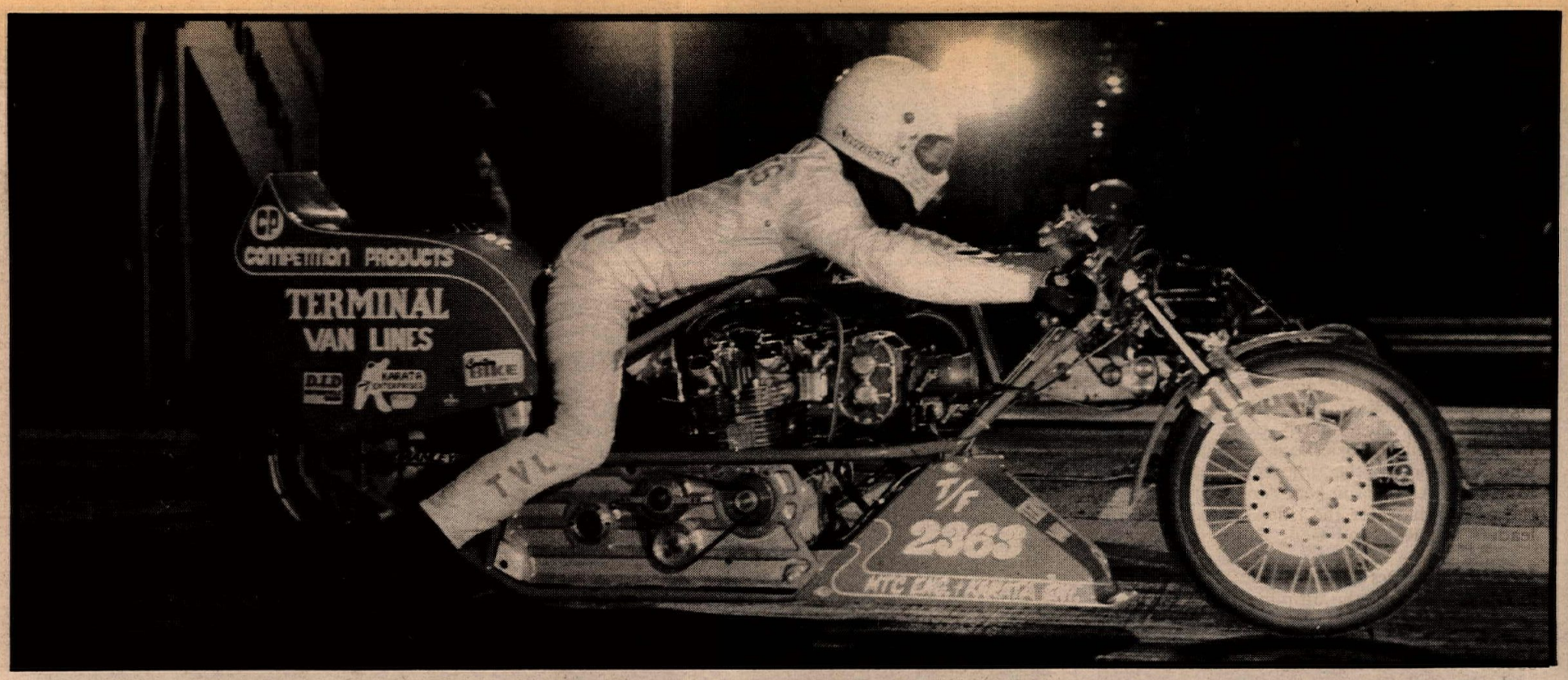
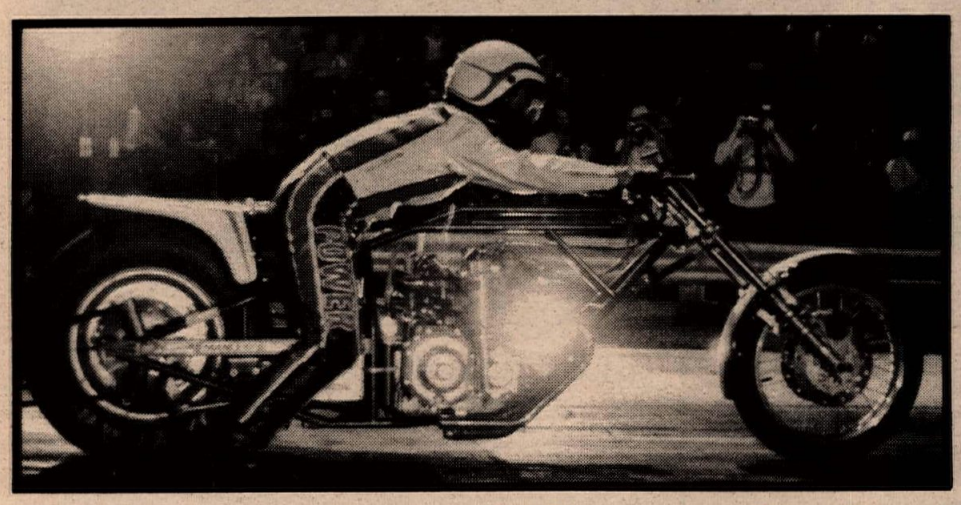
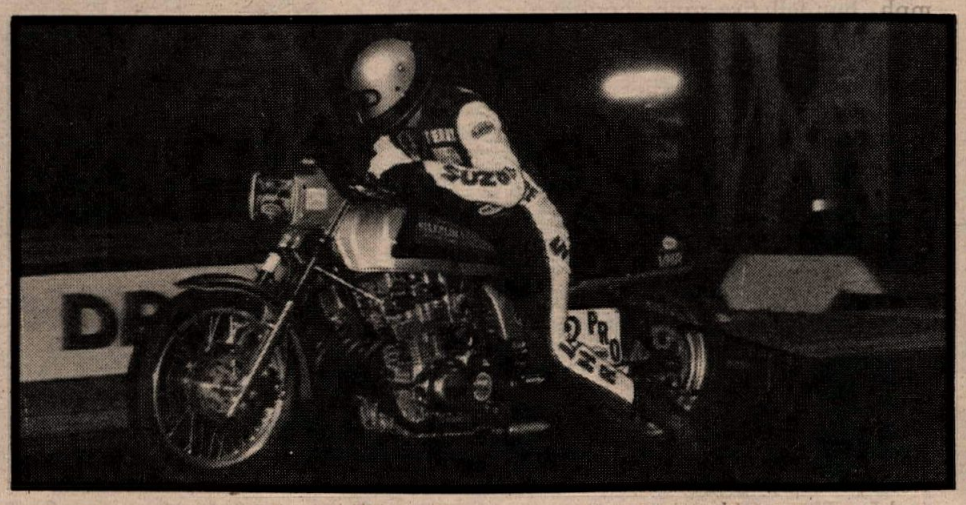






(Top) Bo O'Brochta proved his recent win at Fremont was no fluke. (Above left) Mike Bruso survived for the Super Eliminator win. (Above right) Terry Vance easily won with an 8.82/151.000 run.

O'Brochta, Vance highlight IDBA Summer Nationals

By Tim O'Haver
Photos by Bob Anderson and Werner Straube

WEST SALEM, OH, AUG. 23

International Drag Bike Association's Top Fuel class points leader Bo O'Brochta and Pro Stock division leader Terry Vance headed up drag racing at the Summer Nationals at Dragway 42. The pair blew away their competition, along with a few IDBA records, on the way to victory in their respective classes. "I think we showed them an awesome display of horsepower," said Vance while congratulating O'Brochta in the pits.

The Summer Nationals were originally scheduled to take place one week earlier in Washington, D.C., until the IDBA was informed in early August that the Washington facility would not be available. IDBA officials, along with the help of sponsor Bob Anderson of Wiseco Pistons, hastily arranged for the race to be held at Dragway 42.

"What we have here is a minor miracle," said IDBA's Tony Lee, of the two week frenzy that brought about the move.

The sudden rescheduling left many riders unable to attend because of prior commitments, or lack of support. Frog Thacker's crew, for one, was on vacation, leaving the Top Fueler without the means to compete.

The effects of the unexpected move were most apparent in the Top Fuel ranks which fielded only five competitors. Number three qualifier Ken Blackburn took himself out in a crash prior to eliminations, suffering a broken collarbone after being spit onto the strip at the end of his run.

Bo O'Brochta was number one qualifier with a 7.723 second/184.42 mph run on his Terminal Van Lines Kawasaki.

O'Brochta sent Chris Hand's Hickman-Hand Honda packing in the Elimination round with a record-setting 7.44. Sam Wills moved his MTC Kawasaki into the final with a victorious bid over Joey Norman's J&J Cycle Kawasaki.

O'Brochta took the final from Wills, overpowering his own previous performances with a 7.40/188.67 trip over Wills' 7.80/147.05 losing effort. "And they said Fremont was a fluke," huffed O'Brochta afterward pointing to his 7.30 second effort at NMRA's Fremont, California, event a few weeks ago. "I could've gone 195 out there if it hadn't been so bumpy at the end. I shut off on every run! I had the whole bike airborne at the finish." O'Brochta could only chuckle when asked if he had been bothered by Roy Thacker's absence. "Frog! I think he was too scared to come," joked O'Brochta. "I think he's probably taken himself out of the points race by missing this one."

Suzuki's Terry Vance kept the crowd cheering all weekend, cranking out a slew of 150 mph runs to destroy the old 148.76 mph standard which was also his. Vance was top qualifier with a 8.94/149.50 pass.

Vance topped Bob Carpenter's R.C. Engineering Suzuki in semi action with an 8.84/151.00 scorcher over Carpenter's 9.17/144.23 run.

Oklahoma City's Sid Pogue was no match for Vance in the final as the IDBA Pro Stock points leader blistered through the final with an 8.82/151.00 trip to top Pogue's 9.39/142.08.

"Everything has been very good for us this year, the bike and crew have been just great," said a jubilant Vance after his Pro Stock conquest. "We just sewed up the NMRA title last week, and I think after today we've just about got this one too. "I think we're up by about a thousand points. It just goes to show when Vance & Hines get serious, watch out," warned Vance.

Super Eliminator action boiled down to a Mike Bruso/Terry Kizer showdown in the final. Bruso's Power Enterprises Kawasaki fueler won out with an 8.27/166.35 run as Kizer fried his clutch on the line, leaving his gas powered MTC/Mr. Turbo/Mo Parson's Kawasaki to roll back to the pits in defeat.

Kizer couldn't help being distressed after Bruso had backed up his number one qualifying spot in the final. "I know I could have beat Bruso if that clutch had just held out," said Kizer, who had qualified in the number two spot behind Bruso.

Pro Comp racing rounded out the evening as the number one qualifiers in both divisions worked their way into the finals. Buddy Stevenson emerged the victor in the normally aspirated division. Stevenson's advance was not without its nervous moments though as Stevenson's Kaw threw a chain just inches off the start line in the first round of eliminations. Fortunately, Stevenson had drawn a bye so his mount's forward movement proved to be sufficient for the moment. Stevenson was again a winner in semi action, as Larry Pavlick broke.

New Yorker Jon Baugh fought his way through the turbo charged ranks with his Orient Express Kawasaki. Baugh turned an 8.24/169.49 pass in the Semi on a bye, after Jerry West crashed in first round competition.

Baugh's Orient Express/Topline/Kosman/MRE/Wiseco Kawasaki was knocked off in the final cranking off an 8.12/169.49 run, as Stevenson made use of his handicap to win with a 9.18/149.50 pass. •

TEN YEARS AGO

Chuck Palmgren gave the 650cc Yamaha vertical twin its first National win as he rode to victory in the 50-lap dirt track National at the one and one-eighth mile track at Nazareth, PA. The following day's mile National in Indianpolis fell to rookie **Dave Aldana,** who was riding the injured **Dick Mann's** BSA. The win kept Aldana in the points chase for the title, behind leaders **Jim Rice** and **Gene Romero.**

Men and machines tackled the salt flats at Bonneville, but the ultimate speed record for bikes went unbroken. **Don Vesco,** using a streamliner with two 350cc Yamaha twins, went 240.244 mph, but fell five mph short of the record of 245.667 set by a double-engined Triumph streamliner. **Don Sliger** almost broke the 200 mph barrier for non-streamlined bikes with a 194 mph pass on a double-engined Royal-Enfield. A day later he switched from pump gas to 92% nitro, qualified at 203 mph, but then shattered the clutch. Skokie, Illinois' **Warner Riley** set a pair of records on Harley-Davidsons. In all, 62 new records hit the books.

Mike Cone dominated the 250cc action as the 1970 road racing season in Texas came to an end. **Larry Beal** rode a Harley-Davidson to the Open victory, defeating **Joey Delgado** (Hon) and **Jet Tharp** (Yam).

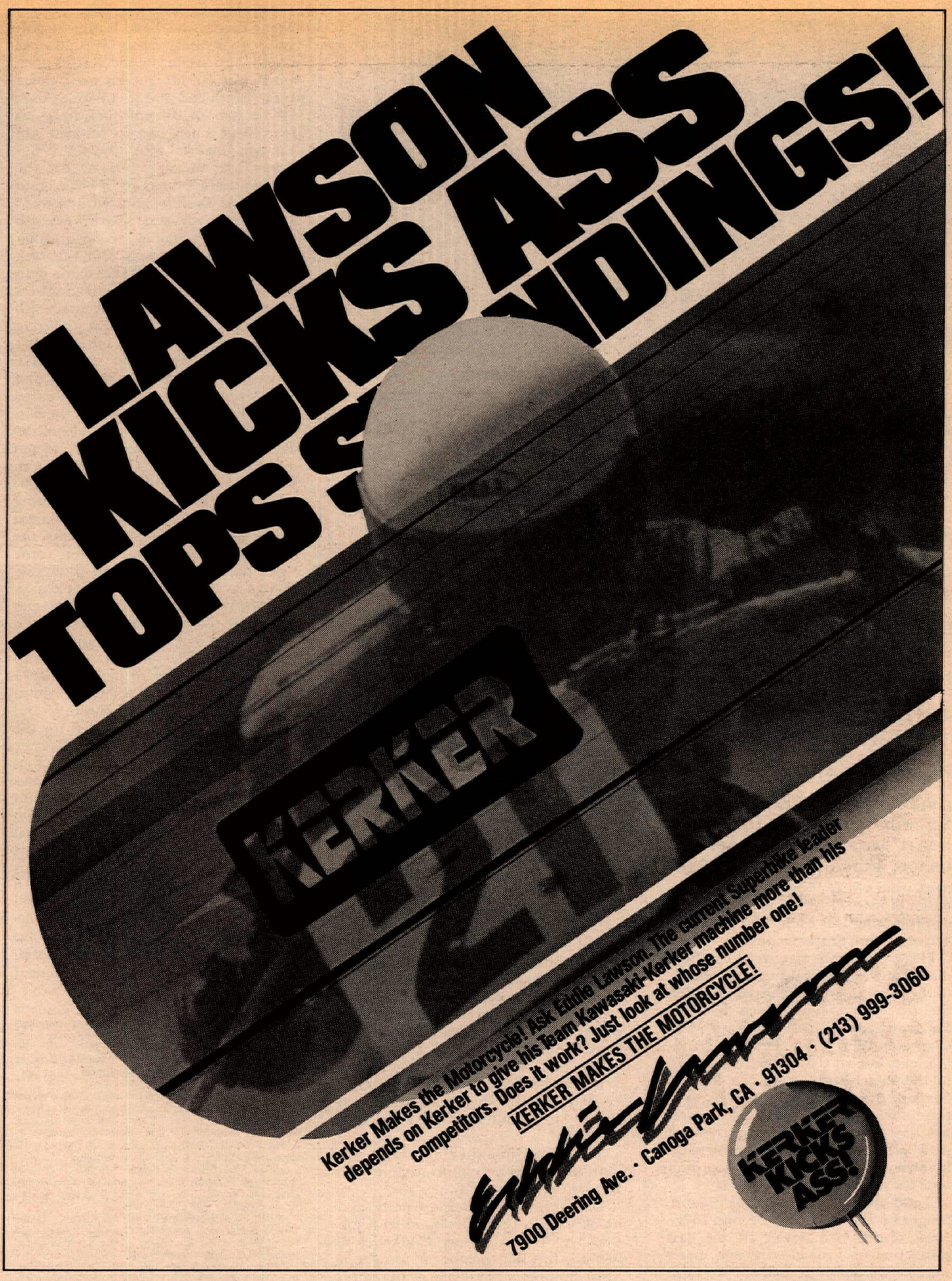
The two-race North/South California MX team race challenge came to an end at Bay Mare, with the South again defeating the North, this time 165-136. Standouts for the South were **Billy Clements, John DeSoto** and **Mark Blackwell.** High point man for the North was **Claus Nielson,** who replaced Sweden-bound **Bob Grossi,** winner of the previous week's race.

It was announced that **Gary Nixon** and **Yvon DuHamel** would ride Britain's Race of the Year at Mallory Park. Nixon was slated for a Triumph ride; DuHamel was to be Yamaha-mounted.

The **Los Angeles Police Department** called for a "positive approach" to problems created through off-road riding, primarily through the establishment of more public and private riding areas. Unveiling their "Operation Trail Bike," LAPD revealed that over 2,000 complaints had been received since the first of the year about off-street operation of motorcycles and minibikes.

George Kerker (Nor) out-dueled **John McGilliary** (BSA) in the Heavyweight Production battle at an ACA road race in Carlsbad, CA. Later, on another Norton in the Senior GP wars, Kerker bested **Cal Rayborn's** track record. **Pat Evans** rode a Suzuki to the 250cc GP win.

The **San Gabriel Valley Motorcycle Club** survived an astounding amount of hassle to find an event site, and then ran their European Scrambles. Husky-mounted **Whitey Martino** won the Open Expert class while **Tom Poteet** (Bul) did in the 250s.



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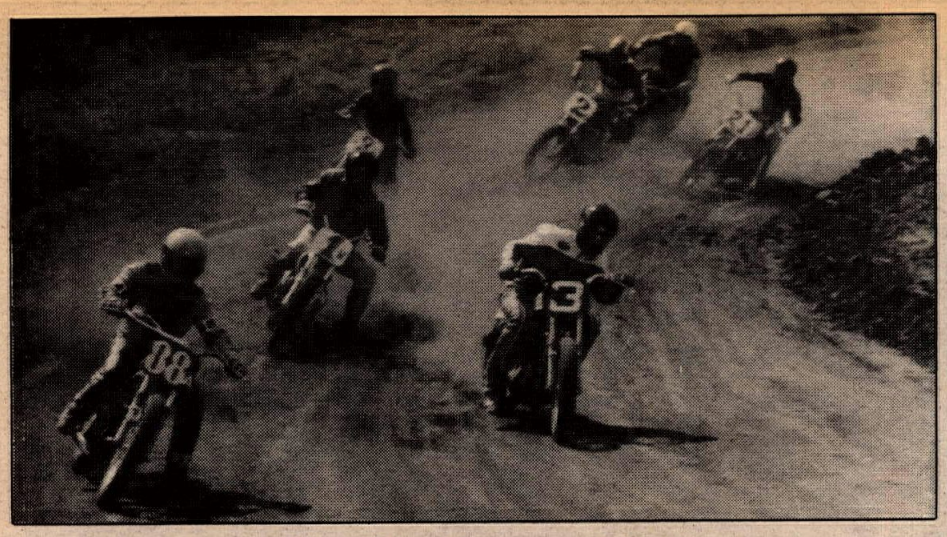

C.D. Martin (3) got the Open win at the Amateur TT Nationals.

1980 AMA Amateur TT Scrambles National Championship

Brooks takes two as locals shine

By Dick Ainsworth

LAKE KANOPOLIS STATE PARK, KS, AUG. 17

"We don't care how the hell they do it in California" bumper stickers and T-shirts graced bodies, bumpers and hearts as racers from all over America flocked to the beautiful and well conditioned Lake Kanopolis TT Scrambles track to battle for national amateur championship honors in nine classes. The Salinas Coyotes M.C., who also hosted the national in 1977, did an excellent job of promoting this event and the day's activities were nearly flawless.

Heats and semis narrowed the field down for the national finals. A couple of the more interesting heats, included the first 125cc heat which had Joe Peterson grab an early lead over Mike Clarke and Jerry Hill. Peterson had a big lead but on the second lap he fell in the switchback giving the lead to Clarke. Steve Bromley moved into third ahead of Roger Thompson and it was now a four-way battle for the lead with all four under the proverbial blanket. At the white flag Thompson took the lead and held on to win.

Todd Ratliff and Danny Moore fought for the lead in the second 250cc heat. Ratliff had sawed off the cast protecting his broken wrist and many were concerned if he had the strength to race. But he dispelled any disbelief by taking the lead in the south sweeper and won by two lengths over Moore.

"Motivated" is the word to describe Danny Brooks in the 360cc heat! He took the lead for two laps but fell in the north end and got up in last place. He went on to pass everyone and took the lead again on the white flag lap at the edge of the infield pond that has a sign proclaiming its name as "Lake Brooks" after Danny missed that turn in 1978 and totally submerged his 500cc Yamaha. He was then nicknamed "The Wet Head," presented a special "water-logged trophy" during intermission and he was seen to race with a scuba snorkle attached to his Bell Star. Needless to say, the local fans really like Danny so they were especially whooping it up when he won this heat.

Finals

Chris Carr took the 100cc lead over Todd Beecher and Steve Hill. Carr built up a good lead while Beecher and Hill battled each other for second. On lap four Hill passed Beecher on the outside coming out of the switchback. Two laps later Shayne Steinauer horsepowered Charlie Mitchell on the back chute for fourth. But nobody was going to catch Carr today.

Dan Hollingsworth was gone like a rocket in the 125cc Championship ahead of Roger Thompson and Zeb Morton while Mike Clarke crashed. It appeared that Hollingsworth had it in the bag, a fantastic lead and breezing on to victory. The crossed flags were out at the halfway mark and Hollingsworth's Suzuki coasted to a quiet halt at the end of the front straightaway. When asked what happened, he said, "I don't know. It was running real strong one minute and then just quit the next."

Thompson inherited the lead and went on to win over Morton and John Barricklow.

Dallas Babcock took an early and quick lead in the 200cc final with Jon Bomberger and Danny Clarke close behind. But Babcock began to open it up as Bomberger and Clarke were preoccupied with the runner-up spot. They went at it the entire race. With two laps to go Clarke got by on the inside in the switchback but on the last lap Bomberger got it back on the uphill to end up second.

Chad Bettencourt took the 250cc lead with Todd Ratliff, Danny Moore and Aaron Hill in close pursuit. Ratliff was making his move for the lead on the front straight but coasted off the track with a dead motor. At the midway mark Bettencourt still led Moore, Hill and Brian Yocum. A lap later Gary Rosh moved past Yocum as Hill got around Moore only to lose it back immediately. This is how it stayed until the checkers.

Danny Brooks jumped out to a quick lead in the 360cc final and led it the entire distance. Midway through the race John McCall got by Del Callsen for third while John Bishop stayed a good distance ahead of both for second.

Danny Moore took the lead in the 500cc final with Anthony Urias, Danny Brooks and Todd Ratliff freight-training behind. Next lap Brooks moved into second while Ratliff took third. But Ratliff got knocked down in the north end and it ended his day. All he had to do now was have his doctor put a new cast on his arm. On lap five Brooks took the lead but Moore got it right back. At the halfway mark Brooks got it back again while Scott Saunders moved into third from a back row start. By the seventh lap Saunders was in second and began to close on Brooks. But the 10th lap and the checkered flag came with Brooks a good 10 lengths ahead for his second win of the day. He made his victory lap with the checkered flag waving wildly in the air but wouldn't ride off the track and into "Lake Brooks" no matter how much urging he got from the crowd.

For the second day in a row, the best race of the day was the last race of the day. Two rows of big motors thundered off the line in the Open final with Raymond Garrett in front of C.D. Martin and Tim Lindfors. But coming down the downhill sweeper Martin power-slid the Culver Harley into the lead on the inside. But Garrett came right back and pulled up alongside Martin at the end of the front chute. But Martin stayed in front. At the end of lap five the first five places were in a tight swarm with Ron Bell and Randy Rexroad holding fourth and fifth. Garrett tried again to pass Martin in turn three but got a wheel into him, resulting in Martin bobbling and Garrett falling. Lindfors tried for the lead but Martin held him off. Garrett got going again but near the back of the pack. Now it was Lindfors and Martin side by side on the front straight but Martin again held him off. The crowd was on its feet and going crazy as the two raced shoulder to shoulder. The white flag came out and Garrett was now back up to fifth place. Martin held Lindfors off to win by two bikelengths and in typical Mike Gerald-Astrodome style, threw his gloves to the crowd in the front grandstands.

Results

500cc SIDECAR: 1. Mike LeValley/Mike Krebs (CZ/KS); 2. Dwight Diederick/Paul Dipasquale (Rokon/KS).

OPEN SIDECAR: 1. Mike Krebs/Mike LeValley (Yam/KS); 2. Ralph Pringle/Dan Kota (Kaw/MI).

100cc: 1. Chris Carr (Suz/CA); 2. Steve Hill (Yam/CA); 3. Todd Beecher (Yam/CA); 4. Shayne Steinauer (Suz/NY); 5. Charlie Mitchell (Yam/OR).

125cc: 1. Roger Thompson (Yam/CA); 2. Zeb Morton (Yam/KS); 3. John Barricklow (Yam/CA); 4. Charles Varse (Yam/CA); 5. Tom Sterott (Yam/PA); 6. Todd Williaman (Suz/OR); 7. Joe Peterson (Yam/CA); 8. Steve Bromley (Suz/PA); 9. Jim Knox (Yam/IL); 10. Jerry Hill (Hon/KS); 11. Mike Clarke (Hon/KS).

200cc: 1. Dallas Babcock (Suz/KS); 2. Jon Bomberger (Bul/KS); 3. Danny Clarke (Bul/KS); 4. Kelly Dennison (Yam/CA); 5. John Oyler (H-D/KS); 6. Mike Roark (Bul/IN); 7. Jim Cullor (Yam/KS).

250cc: 1. Chad Bettencourt (Yam/CA); 2. Danny Moore (Yam/CA); 3. Aaron Hill (Suz/CA); 4. Gary Rosh (Yam/PA); 5. Steve Bromley (Suz/PA); 6. Mike Ashton (Yam/OK); 7. Brian Yocum (Yam/CA).

360cc: 1. Dan Brooks (Bul/KS); 2. John Bishop (Bul/KS); 3. John McCall (Yam/KS); 4. Del Callsen (Hon/CA).

500cc: 1. Dan Brooks (Yam/KS); 2. Scott Saunders (Hon/PA); 3. Anthony Urias (Yam/CA); 4. Danny Moore (Hon/CA); 5. Terry Vestal (Yam/WI); 6. Brian Yocum (Yam/CA); 7. Keith Guthery (Yam/CA); 8. John Hill (Yam/CA); 9. Joe Brokley (Suz/PA(.

OPEN: 1. C.D. Martin (H-D/KS); 2. Tim Lindfors (H-D/KS); 3. Ron Bell (Yam/CA); 4. Randy Rexroad (Yam/IL); 5. Raymond Garrett (Tri/MI); 6. Mark Kumle (Yam/KS); 7. Stan Engdahl (H-D/KS); 8. Eddie Martin (Yam/MI); 9. Ralph Lee (Tri/OK).

AMA Minicycle TT Scrambles National Championship

California racers win four of eight classes

By Dick Ainsworth

LAKE KANAPOLIS STATE PARK, KS, AUG. 16

The local guys got shut out on their own turf without a win as racers invaded the beautiful Lake Kanapolis track for fierce competition on the winding, twisting course. West coast racers won six of the eight classes and it was California racers winning fur of the six. Two Peoria, IL, youths won the remaining classes.

The track was in excellent condition, very smooth with lots of oil-soaked into the surface to keep down the dust. The Kansas drought is evidently over as rain during the week had everything green again. The Salina Coyotes M.C., one of the 10 oldest AMA clubs in America, again hosted this event (as they did in 1977) and their years of experience and know-how was evident as they did an excellent job under the watchful eye of AMA's Hugh Fleming.

Heats

Maybe someday young Audie Huff will be racing in the Winston Pro Series at his hometown TT track in Peoria? He seems to be headed in that direction as he took the lead from California's Jason Bell on the fourth lap of the 51cc heat and went on to win.

California riders battled for five laps in the 65cc and on the last lap Badie Shepard got under Jason Craven to squeak out the win.

Local racer Marc Gifford won the first of four 85cc Junior Modified heats as he easily outdistanced Oregon's Robbie Blagg. Another local racer, Jason Yager, had to settle for the runner-up spot behind another young TT star from Peoria, Randy Turbett, in heat two. New Yorker David Bartkowski got a super holeshot in heat three but Fresno's Duane Wilson began to close. But another Californian, Kevin Bricker, caught and passed Wilson at the white flag and then took the lead from Yager to win.

Michigan's Douglas Harbert battled off smogland's Chris Carr for a lap of the first 85cc Senior Modified but Carr put his number one plate in front to win by a sizeable margin. Aaron Hill posted another win for the California gang by winning the last heat by 10 lengths over local hotshoe Zeb Morton.

The great northwest provided the winning talent in the first heat of 85cc Junior Stocks. Darrell Davis of Washington took the initial lead but Oregon's Robbie Blagg rifled by in turn three and ran away with it. Fresno's Billy Eads led the last heat for three laps with Randy Turbett close. Eads lost the lead to Turbett in the switchback but stayed close the remaining laps.

The California Hill brothers put on a show for the crowd in the 85cc Senior Stock class. They ran away from the field but continued to battle each other the entire distance. It got a bit wild as they were both hanging it out to the limit with Steven winning over Aaron.

Chris Carr was back for another heat win in the 100cc Schoolboy class as he outdistanced Texan Scotty Sherb. Ron Bell took the lead in the first 125cc Schoolboy heat and won it while Mike Jones got by New Yorker David Gordon for second, giving California riders the top two spots. The last heat also went to a California rider as Roger Thompson won by a large margin over Zeb Morton. Oregon's Todd Willaman crashed in "the hole" outside of turn three but still got up and finished high enough to make the finals.

Championship Finals

Hull jumped into the lead in the 51cc final but a half lap later Bell took over in the switchback as Wayne Frampton was trying to pass Ohio's Larry Pegram for third. On the third lap Hull missed a gear on the back chute and Bell zoomed by into the lead. But this was only a momentary situation as Hull quickly got it back. Meanwhile Frampton and Pegram

were dueling for third. On the fifth lap they passed and repassed each other four times until Frampton got it for keeps and set out after Bell and Hull. With two laps to go Frampton took second but Hull had a 10-length lead and breezed to the win.

Darrel Davis' so-so performance in his heat must of stimulated his desire to win as he blew away the 65cc class with ease. At the end of lap one he had a 20-length lead over Shepard and Tom Carriger.

The 85cc Junior Modified Championship found Turbett, Blagg and Craig Howard running away from the other nine riders and waging a three-way battle that would last the entire 10 laps. With two laps to go Turbett took the lead from Blagg and went on to win.

Carr jumped out to a quick lead over Harbert and Sherb in 85cc Senior Modified action, but the race was stopped when Illinois' Tony Sauder crashed in turn two. The restart again had Carr leading Harbert, Morton and the rest of the 85cc Senior Modifieds as Sherb coasted off the track with a dead motor. Aaron Hill moved up through the pack to finish in third as Carr won by a safe margin over Harbert.

Blagg led the 85cc Junior Stock class off the line followed by Eads and Michigan's Bryan Pankey. But Pankey ran off the track in the north end and dropped back to sixth. Blagg was opening up a big lead and, at the midway mark, Davis got by Turbett for second as Eads faded to fourth. Davis and Turbett battled for second all the way to the checkers with Davis getting the edge.

The 85cc Senior Stock was a replay of the heat with the two Hill youngsters running away from the pack with Steve beating out Aaron.

Chris Carr became the only double winner of the day as he easily won the 100cc Schoolboy championship over two other Californians, Steve Hill and Bubby Wilson.

The best rac eof the day turned out to be the last race of the day! What a way to end a fine day of National Championship racing! Ron Bell had to scrap his heart out to win the 125cc Schoolboy Championship. Morton took the early lead for three laps with Bell probing every possible pass. He finally got the lead in the south end while Thompson and Mike Jones began to close on the two front-runners. By lap six Thompson was really hanging it out to the limit as he and Morton would pass and repass each other for second. At the white flag he finally got second for good as Morton made a mistake in the uphill that put him all the way back to seventh.

Results

51cc: 1. Audie Hull, Jr. (Yam/IL); 2. Wayne Frampton (Yam/OR); 3. Jason Bell (Yam/CA); 4. Larry Pegram (Yam/OH); 5. Bodie Shepherd (Suz/CA); 6. Andrew Lowery (Yam/OH); 7. Jason Pratt (Yam/NY); 8. Patrick Ballew (Yam/CA).

65cc: 1. Darell Davis (Suz/WA); 2. Badie Shepherd (Suz/CA); 3. Thomas Carriger (Yam/CA); 4. Jason Craven (Yam/CA); 5. Greg Sauder (Suz/IL); 6. Larry Pegram (Yam/OH).

85cc JR MOD: 1. Randy Turbett (Suz/IL); 2. Robbie Blagg (Yam/OR); 3. Craig Howard (Yam/CA); 4. Duane Wilson (Yam/CA); 5. Audie Huff (Yam/IL); 6. David Bartkowski (Yam/NY); 7. Jason Yager (Yam/KS); 8. Tom Carriger (Yam/CA); 9. Marc Gifford (Yam/KS); 10. Greg Sauder (Suz/IL).

85cc SR MOD: 1. Chris Carr (Suz/CA); 2. Douglas Harbert (Yam/MI); 3. Aaron Hill (Kaw/CA); 4. Zeb Morton (Yam/KS); 5. Todd Beecher (Yam/CA); 6. Tony Sauder (Suz/Il); 7. Daniel Ansell (Yam/NY); 8. Kelly Clarke (Hon/KS).

85cc JR STOCK: 1. Robbie Blagg (Yam/OR); 2. Darell Davis (Kaw/WA); 3. Randy Turbett (Suz/IL); 4. Billy Eads McKinney (Yam/CA); 5. Bryan Pankey (Suz/MI); 6. Pat Pringle (Kaw/MI); 7. David Bartkowski (Hon/NY); 8. Stacy Bowers (Yam/OR); 9. Terry Deboard (Yam/KS); 10. Ernest Estes (Yam/WI); 11. Wayne Frampton (Suz/OR); 12. David Graves (Yam/KS).

85cc SR STOCK: 1. Steve Hill (Yam/CA); 2. Aaron Hill (Kaw/CA); 3. Todd Beecher (Yam/CA); 4. Tony Sauder (Hon/IL); 5. Mark Crough (Hon/KS); 6. Billie Graves (Yam/KS).

100cc SCHOOLBOY: 1. Chris Carr (Suz/CA); 2. Steve Hill (Yam/CA); 3. Bubby Wilson (Yam/CA); 4. Shayne Steinauer (Suz/NY); 5. Charlie Mitchell (Yam/OR).

125cc SCHOOLBOY: 1. Ronald Bell (Yam/CA); 2. Roger Thompson (Yam/CA); 3. Mike Jones (Yam/CA); 4. Todd Willaman (Suz/OR); 5. David Gordon (Cara/NY); 6. Jon Perry (Yam/FL); 7. Zeb Morton (Yam/KS); 8. Shayne Steinauer (Suz/NY).

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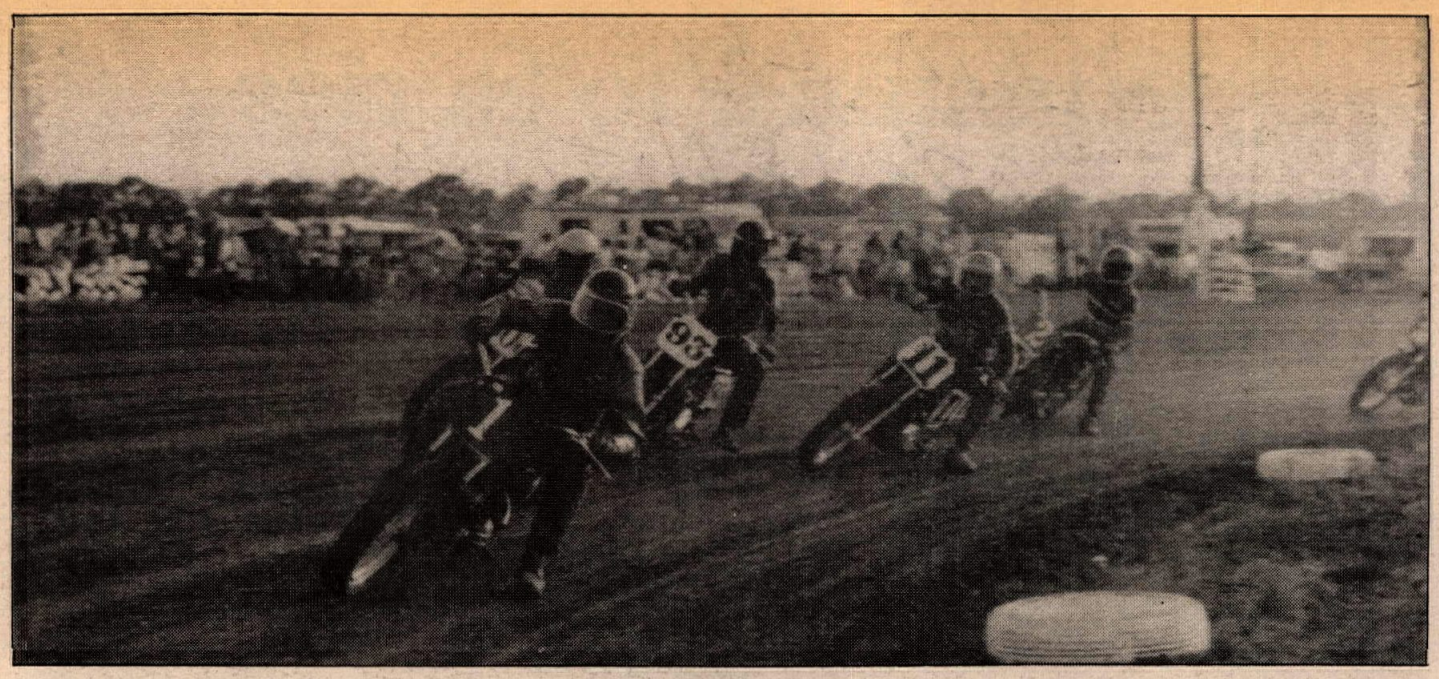

Tim Lindfors (1) took the number one spot in the Amateur ST Open class.

AMA Amateur Short Track National Championship

Carr, Thompson, Duncan take class wins

By Dick Ainsworth

WICHITA, KS, AUG. 24

No one part of the United States dominated these races as wins literally went to all four corners of America. The west got two wins from Californians Chris Carr and Roger Thompson while the north also got two victories from Michigan short trackers Bryan Hardin and Charles Bowles. The south's Ross Duncan of Texas, the east's Scott Saunders of Pennsylvania and the midwest's Tim Lindfors of Kansas rounded out the top wins.

The competitive pressure is beginning to show more and more each year. Crashes, excessive contact and short tempers became prominent as nearly everyone had but one thing on their mind: *Win!* The track grooved out; thus a lot of bumping resulting in many crashes and red flags. But the promoting club, the Wichita Jeeps M.C. handled it all well and got the events run off as quickly as possible considering.

Both days of racing were originally scheduled as day races but due to the terrible heat Kansas has suffered for two months, they were rescheduled for nights, including the Sunday race. The evenings were 75-80 degrees which is a lot more acceptable than the normal 100-plus.

Heats and semis

All classes had 12-rider finals. The 250cc class was the toughest as there were six heats with only the winners going to the final and then six semis with, again, only the winners making it to the National. The first 250 heat found Yogi Isgro, Kurt Hanford and Harry Pratt II piling up thus a red flag came out. Other riders hit the fallen bikes, ran off the track and had various mechanical problems as to when only three were able to make the restart. So that heat was postponed and the second heat was run. Danny Sweet easily ran away with that heat and then the first heat returned to find Kris Armentrout and Bryan Hardin battle the entire five laps with Armentrout winning. Paul Pressgrove, Todd Hilyard and Delbert Beck also won heats but the thriller was a photo finish between Ronald Murphy and Glenn Gladson with the officials giving Murphy the nod.

Finals

Todd Beecher led Chris Carr and the rest of the 100's into the first turn but Carr shot into the lead on the back chute. A lap later Winkie Freitas and Duane Duvall got by Beecher and by lap three Freitas was closing on Carr. On lap six they were side by side but Carr shook free and went on to win.

The Open final had the 1977 Open Scrambles Champ and last week's TT runner-up Tim Lindfors jump out to a quick lead followed by Jim Birkle and Ronald Bell. Next lap Birkle drove in under Lindfors in turn one and took the lead momentarily but Lindfors squared it off and powered back under Birkle coming out of turn two. Two laps later Mark Kumle got knocked completely off his motorcycle by another rider but his foot and skid shoe were wedged under his bike. He took a beating as his bike bounced and flopped on the track with the throttle stuck wide open. The race was red flagged and the medics had to work on Kumle but he came back to make the restart only to find dirt in his carb slides made his throttle stick open. So he scratched and watched the restart from the infield as Lindfors, his traveling buddy, again shot into the lead and went on to win.

Rick Weir led Roger Thompson, Nickie Fontana and Ross Duncan for the first lap of the 125cc final. But Thompson took over and began to open it up until the fourth lap when Rusty Rogers fell off bringing out the red flag. On the single file restart Duncan came from sixth to second before they got to turn one and it turned out to be a three-way battle for the win all the way to the checkers between Duncan, Thompson and Fontana with Thompson winning.

Scott Saunders rode the TT Scrambles National the week before at Kanopolis, flew home to Pennsylvania to race because he is after his district's point title and then flew back Sunday morning to Wichita. He was the last rider to go through tech inspection and didn't get much practice. But in the 500cc final he took the lead at the start and was never challenged. He won by a straightaway but back behind was a fierce battle for second that lasted the entire race. Gary Lawrence, Todd Ratliff, Danny Moore and Kirk England diced and exchanged second back and forth the rest of the race. All four took the checkered flag in a near photo finish and it took the officials a few seconds to declare who got what. Lawrence was awarded second ahead of Ratliff, England and Moore.

Kelly Dennison took the 200cc lead but Mark Hartley and Ross Duncan got by before lap two started. Duncan and Hartley went at it while Jimmy Oliver and John Faulkner raced for third. It stayed close until lap five when Hartley bobbled giving Duncan the lead he needed to win comfortably.

Charles Bowles led Kurt Hansford, Jimmy Oliver and Paul Crumling off the line in the 360cc championship. Next lap Clifton Steinauer moved into fourth while last week's double TT winner Dan Brooks came from the penalty row to fifth. Scott Saunders got by Brooks and a lap later got Steinauer but Steinauer got it back immediately. Bowles won by 10 yards over Oliver.

Paul Pressgrove took the 250cc lead but the race was stopped when Ronald Murphy crashed. On the restart Kris Armentrout took the lead over Delbert Beck, Pressgrove and Bert Tolle. With two laps to go Beck nailed Armentrout going into the third turn and the two bikes locked together and they both ran off the track. Pressgrove inherited the lead but he had Hardin and Tolle close on both sides of him. They ran side by side for half a lap and then when the white flag came out they both got by Pressgrove with Hardin winning over Tolle.

Results

100cc: 1. Chris Carr (Suz/CA); 2. Winkie Freitas (Yam/CA); 3. Duane Duvall (Yam/TX); 4. Todd Beecher (Yam/CA); 5. Steven Hill (Yam/CA); 6. Charlie Mitchell (Yam/OR); 7. Buddy Wilson (Yam/CA); 8. Robert Strange, Jr. (Yam/IL); 9. Rusty Rogers (Suz/VA); 10. James Faulkner (Yam/IL).

OPEN: 1. Tim Lindfors (H-D/KS); 2. Jim Birkle (Yam/CA); 3. Dallas Babcock (Yam/KS); 4. Ronald Bell (Yam/CA); 5. Bruce Rolling (Tri/CA); 6. John Hill (Yam/CA); 7. Gregory McClellan (Tri/MI); 8. Owen Roets (Yam/KS); 9. Richard Billionis (Yam/KS); 10. Tommy McKinney (Yam/CA).

125cc: 1. Roger Thompson (Yam/CA); 2. Ross Duncan (Yam/TX); 3. Nickie Fontana (Yam/LA); 4. Rusty Rogers (Suz/VA); 5. Steven Flack (Hon/NY); 6. Rick Weir (Bul/IA); 7. Zeb Morton (Yam/KS); 8. Andy Richardson (Yam/TN); 9. Patrick Murray (Suz/NY); 10. Ronald Andrews, Jr. (Yam/VA).

500cc: 1. Scott Saunders (Hon/PA); 2. Gary Lawrence (Yam/KS); 3. Todd Ratliff (Yam/KS); 4. Kirk England (Yam/KS); 5. Danny Moore (Hon/CA); 6. Troy Sauers (Hon/IA); 7. Kelly Upton (Hon/NC); 8. Charles Bowles (Hon/MI); 9. Steve Flack (Hon/NY); 10. Chad Bettencourt (Yam/CA).

200cc: 1. Ross Duncan (Bul/TX); 2. Mark Hartley (Bul/VA(; 3. Jimmy Oliver (Bul/VA); 4. John Faulkner (Bul/IL); 5. Blaine Shick (Yam/PA); 6. Ronald Andrews, Jr. (Yam/VA); 7. Tony Harwell (Bul/VA); 8. Kelly Dennison (Yam/CA); 9. Renee Kennedy (Yam/KS); 10. Jon Bomberger (Bul/KS).

360cc: 1. Charles Bowles (Hon/MI); 2. Jimmy Oliver (Bul/VA); 3. Kurt Hanford (H-D/FL); 4. Clifton Steinauer (Bul/NY); 5. Scott Saunders (Yam/PA); 6. Dan Brooks (Bul/KS); 7. Paul Crumling (Yam/PA); 8. Blaine Schick (Yam/PA); 9. Mike Parker (Yam/NB); 10. James Harris (Kaw/TX).

250cc: 1. Bryan Hardin (Yam/MI); 2. Bert Toole (Bul/LA); 3. Paul Pressgrove (Yam/KS); 4. Tony Harwell (Yam/VA); 5. Todd Hilyard (Yam/KS); 6. Ronald Murphy (Yam/CA); 7. Frank Secoy (Yam/MI); 8. Kris Armentrout (Yam/KS); 9. Delbert Beck (Hon/IL).

AMA Minicycle Short Track National Championships

Westerners dominate

By Dick Ainsworth

WICHITA, KS, AUG. 23

Californian Chris Carr won three championship titles in TT Scrambles the week before at Lake Kanopolis, KS, and this weekend he extended the total to five as he won both the 85cc Senior Modified and the 100cc Schoolboy at the AMA Minicycle National Championship Short Track hosted by the Wichita Jeeps M.C. And it took him less than two laps in each race to grab the lead and then speed to victory.

Championship finals

Willy McKinney took the lead in the 85cc Junior Stock final over Robbie Blagg and Brian Atherton. On lap two both Blagg and Atherton got by McKinney and they began to open up a gap on the field while battling for the lead. Darell Davis and Randy Turbett were fighting over fourth while Greg Duvall and Jason Festavan were on the move making up for lost ground after a poor start. On the last lap both Duvall and Festavan got by McKinney for third and fourth while Blagg, who won a TT title the week before, won by several lengths over Atherton.

George Roeder II made it to the final as the first alternate in the 85cc Senior Modified. When the light turned green, Eddie Alberti took the lead but Buddy Wilson, Mark Dukes and John Kocinski crashed in the first turn thus the red flag came out. On the restart Chris Carr took the lead but Wilson crashed hard again and another red flag came out. The final restart had Scottie Scherb leading Carr until the back chute when Carr took over. Next lap had Winkie Frank Freitas take over third as Carr began to open up a big lead. Midway Kocinski moved up to battle Freitas for third for a lap until Freitas pulled off the track with a dead motor. Aaron Hill moved up to battle Kocinski but couldn't get by.

Wayne Frampton took an early 51cc lead with Michael Hale and Audie Huff close behind. Hale took the lead on the next lap as Huff moved Frampton back to third. Huff went berzerko and started driving harder and deeper into the turns until he got into a turn too hot and ran off the track. At the midway mark Hale had 20 bike-lengths on Frampton and Jason Hill. On the sixth lap Huff crashed hard and the red flag came out. The race was declared over and Hale crowned the winner.

Kevin Parault led Robby Oliver off the line in the 65s but on the next lap Jason Festavan slipped under Oliver for second. By lap four Ray West, Jr. was in fourth and a lap later he and

Festavan were flying down the front chute side by side. At the crossed flags West took the lead from Parault and two laps later Parault coasted into the pits. West went on to win by a large margin over Festavan.

Twelve 85cc Junior Modifieds buzzed off the two row starting line with Thomas Carriger leading Randy Turbett. Kregg Bently quickly shot into second but Craig Howard came from fifth to first by the third lap and began to open up a lead on the field. Bentley and Carriger were in a fierce battle for second as Robbie Blagg soon joined their scrap. At the white flag Blagg took second but coming out of the last turn Bentley got it back at the flag.

Steven Hill got too good of a holeshot (before the light turned green) so the race was stopped and restarted. This time it was a blonde female, Buffy Eads McKinney, with flowers and things all over her pink leathers, burning a mean holeshot and taking the lead as Bill Graves, Todd Beecher and Jeff Franzenburg ganged up and fought for the lead. But two of them crashed and the race was stopped. On this restart it was Aaron Hill leading Nickie Fontana and McKinney but another crash brought out the red flag. Another crash caused the fifth red flag to come out. By now there were only nine of the original 12 riders left but on this restart there was to be no more red flags. Aaron Hill led Fontana and Steven Hill. By lap three McKinney moved into fourth around Beecher but a lap later he got it back. Hill, Fontana and Hill ran away from the field and they stayed close until the end when Aaron won by three lengths over Fontana.

Duane Duvall led the 100cc Schoolboys off the line but by turn three Chris Carr was in the lead. Winkie Freitas and John Kocinski battled for third but by lap three Freitas moved into second. Midway Duvall took third and on the last lap Ross Duncan got by Kocinski for fourth as Carr bagged his fifth win in five starts.

Andy Richardson was gone like a rocket in the 125cc Schoolboy final while the other 11 literally fought over second. Mark Hartley finally edged into second while Zeb Morton took third. But on the last turn of the last lap Morton crashed, letting Patrick Murray and Ross Duncan fight over third to the flag with Murray getting it by half a length.

Results

83cc JR STOCK: 1. Robbie Blagg (Yam/OR); 2. Brian Atherton (Kaw/MI); 3. Greg Duvall (Yam/TX); 4. Jason Festavan (Yam/LA); 5. Willy McKinney (Yam/CA); 6. Darell Davis (Kaw/WA); 7. Randy Turbett (Suz/IL); 8. David Bartkowski (Hon/NY); 9. Anthoney Mithcell (Yam/CA); 10. Robby Oliver (Suz/VA).

85cc SR MOD: 1. Chris Carr (Suz/CA); 2. Scottie Scherb (Hon/TX); 3. John Kocinski (Yam/AR); 4. Aaron Hill (Kaw/CA); 5. Rusty Rogers (Suz/VA); 6. Buddy Wilson (Yam/CA); 7. Todd Beacher (Yam/CA); 8. George Roeder II (Suz/OH); 9. Mark Dukes (Suz/CO); 10. Eddie Alberti (Suz/CA).

100cc SCHOOLBOY: 1. Chris Carr (Suz/CA); 2. Winkie Frank Freitas (Yam/CA); 3. Duane Duvall (Yam/TX); 4. Ross Duncan (Yam/TX); 5. John Kocinski (Yam/AR); 6. Steven Hill (Yam/CA); 7. Buddy Wilson (Yam/CA); 8. Robert Strange, Jr. (Yam/IL); 9. Jimmy Thompson (Yam/TX); 10. Scottie Scherb (Yam/TX).

85cc JR MOD: 1. Craig Howard (Yam/CA); 2. Kregg Bentley (Yam/TX); 3. Robbie Blagg (Yam/OR); 4. Robert Phillips (Yam/CO); 5. Thomas Carriger (Yam/CA); 6. Randy Turbett (Suz/IL); 7. Greg Duvall (Yam/TX); 8. Brian Atherson (Kaw/MI); 9. Todd Haas (Yam/TX); 10. Ray West, Jr. (Yam/VA).

51cc: 1. Michael Hale (Yam/TX); 2. Wayne Frampton (Yam/OR); 3. Jason Hill (Yam/CA); 4. Larry Pegram (Yam/OH); 5. Jess Roeder (Ita/OH); 6. Tobey Jordon (Yam/LA); 7. Jason Daniel (Suz/TX); 8. Billy Ellis (Suz/VA); 9. Trace Polson (Yam/TX); 10. Alexander Snoop (Yam/NY).

125cc SCHOOLBOY: 1. Andy Richardson (Yam/IN); 2. Mark Hartley (Suz/VA); 3. Patrick Murray (Suz/NY); 4. Ross Duncan (Yam/TX); 5. Tubby Dotson (Yam/TX); 6. Steven Flack (Hon/NY); 7. Richard Craven (Yam/LA); 8. Chuck Prichard (Yam/AR); 9. James Knox (Yam/IL); 10. Rick Weir (Bul/IA).

83cc SR STOCK: 1. Aaron Hill (Kaw/CA); 2. Mickie Fontana (Hon/LA); 3. Steve Hill (Yam/CA); 4. Todd Beecher (Yam/CA); 5. Buffy Eads McKinney (Yam/CA); 6. Mike Gabbard (Yam/AR); 7. Mark Crough (Hon/KS); 8. Russ Kendall (Yam/KS); 9. Bill Graves (Yam/KS); 10. Jeff Franzenburg (Hon/LA).

65cc: 1. Ray West, Jr. (Yam/VA); 2. Jason Festavan (Suz/LA); 3. Robby Oliver (Yam/VA); 4. Michael Jackson (Yam/TX); 5. Bodie Sheperd (Suz/CA); 6. Darell Davis (Suz/WA); 7. Michael Turner (Suz/VA); 8. Michael Hale (Yam/TX); 9. Ricky Spencer (Suz/IA); 10. Chrissa Douglass (Yam/TX).

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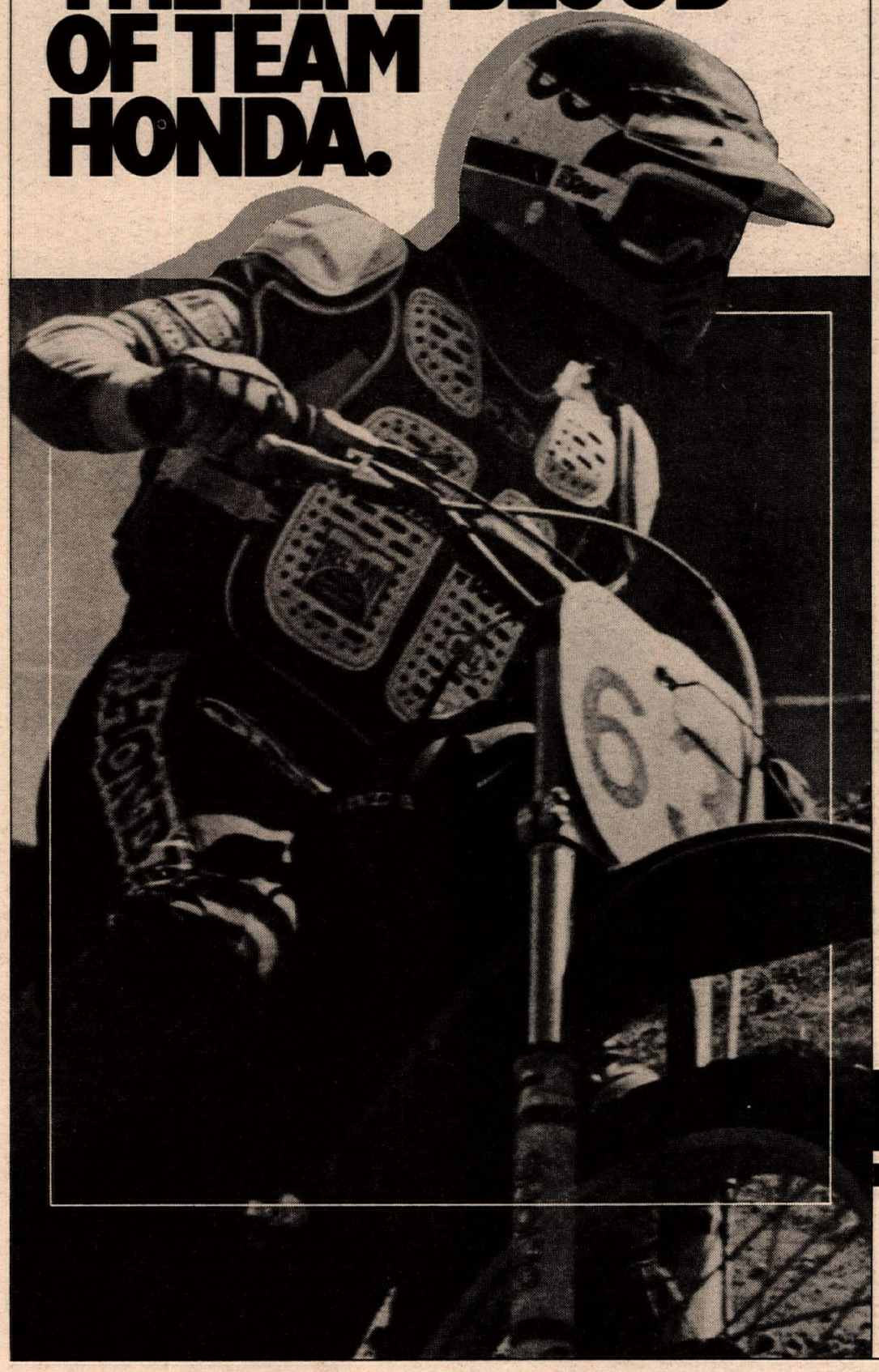

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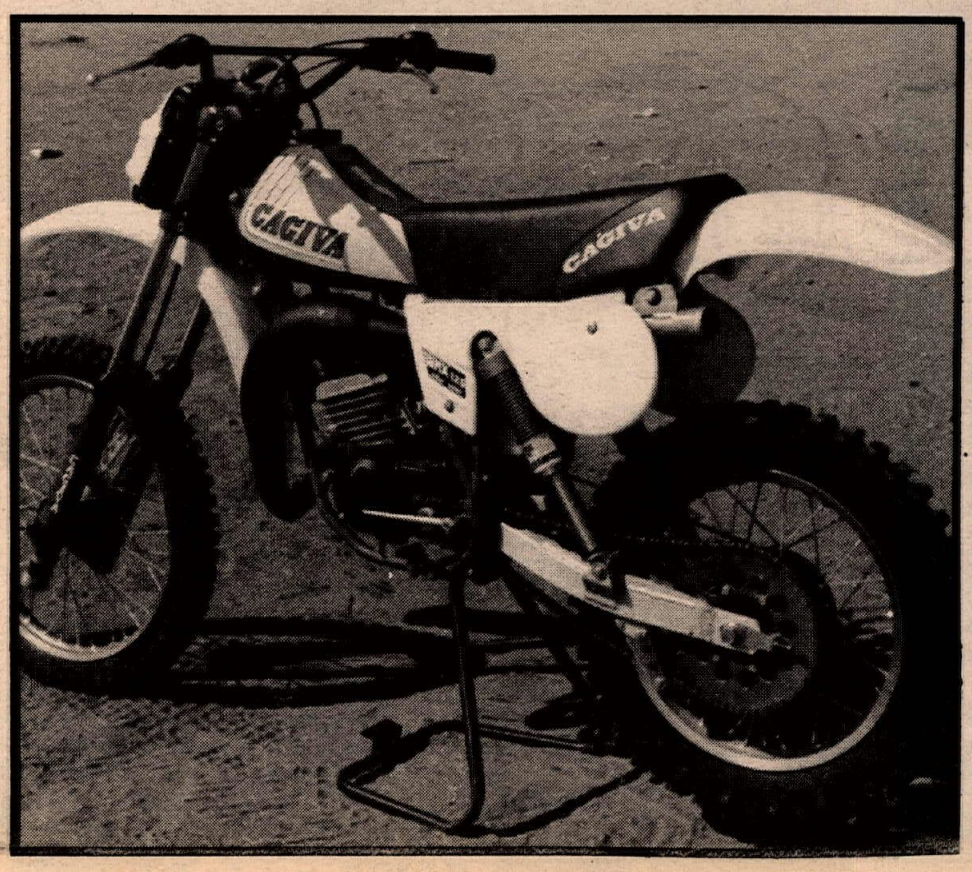
INDIAN DUNES

LOP's Dave Taylor placed fourth in the Mid-Ohio 125cc USGP on the new Italian machine, then rode the bike at Saddleback for our tester.

Lean and mean, the good-looking Cagiva is also fast.



Impression:

Cagiva's WMX 125cc water-cooled wonder

By Terry Whytal

1980 is the year of the waterpumper, and with several Japanese factories rumored to have production liquid-cooled 125cc MX racers ready to be debuted for '81, the already hot battle in the dealer showroom shows no signs of cooling off. Trying to beat the big four to the market-place is the small Italian factory, Cagiva.

Cagiva is an offshoot of the Aeromacchi factory. The WMX 125 is im-

ported by Slater Brothers who also see to it that our shores are blessed with other Mediterranean exotica like Moto-Morini and Laverda.

The WMX's first appearance state-side was rather impressive with LOP rider Dave Taylor piloting the Cagiva to fourth overall at the Mid-Ohio GP while several Japanese factory water-pumpers succumbed to mechanical failures. This speaks well of the Cagiva's reliability as much of the muddy and treacherous course had to be ridden full throttle in second or third gear.

Cagiva has taken the straight forward and simple approach to liquid cooling with a waterjacketed head and barrel, right side-case mounted impeller pump and fork-mounted radiator. This conventional styling is followed throughout the motorcycle and while it does promote the easily maintained and reliable nature of the bike it also contributes to the machine's one major flaw, handling.

Mounting the radiator behind the front number plate has advantages such as good air-flow and comparative safety from the clogging affects of mud thrown up by the front wheel or the bike in front. Also the placement of the radiator in front of the fork means no major rerouting of frame tubes, exhaust systems or gas tanks.

However, the increased weight high above the bike's center of gravity adds to the Cagiva's already tall feeling and can be felt as the rider flicks the bike from side to side through a series of closely spaced S-curves. Further, the moment of inertia as the front end pivots around the axis of the steering head is increased, and the forks tend to fall into each turn.

In a practical sense, this makes the machine try to square-off each corner whether the rider intended to or not. The rider would enter the corner as usual, pitch the bike into the berm with the gas on but rather than follow the berm the front tire would claw to the inside as the forks oversteered. On occasion this could work to the rider's advantage as he was able to knife inside other riders and block pass entering the next corner. More often though, the machine would stand up abruptly and try to high-side as the handling went from oversteer to understeer and only a full-locked throttle hand would keep the bike pointed down the track.

Fortunately the WMX has plenty of power on tap at high rpm, and an Expert rider can cut very fast lap times. A Novice might have problems with the narrow powerband; the six-speed gear box gets constant use. The Cagiva motor has no major drop in power at extremely high rpm and keeps pulling strongly even when past the power curve. On the race track this means corners can be taken one gear too low instead of a gear too high. At the exit, the engine will be pulling hard while other riders are clutching their mounts into the correct rpm range. This is especially helpful in long monorail type berms which turn to the left and the rider cannot shift up while still in the turn. Also, short straights can be ridden with one less gear change than a Suzuki or Yamaha 125cc would require with no top speed penalty.

The strong top end has come at the sacrifice of low and mid-range power even though the 34mm Dell'Orto carb and six-petal reed valve seem well matched to the motor.

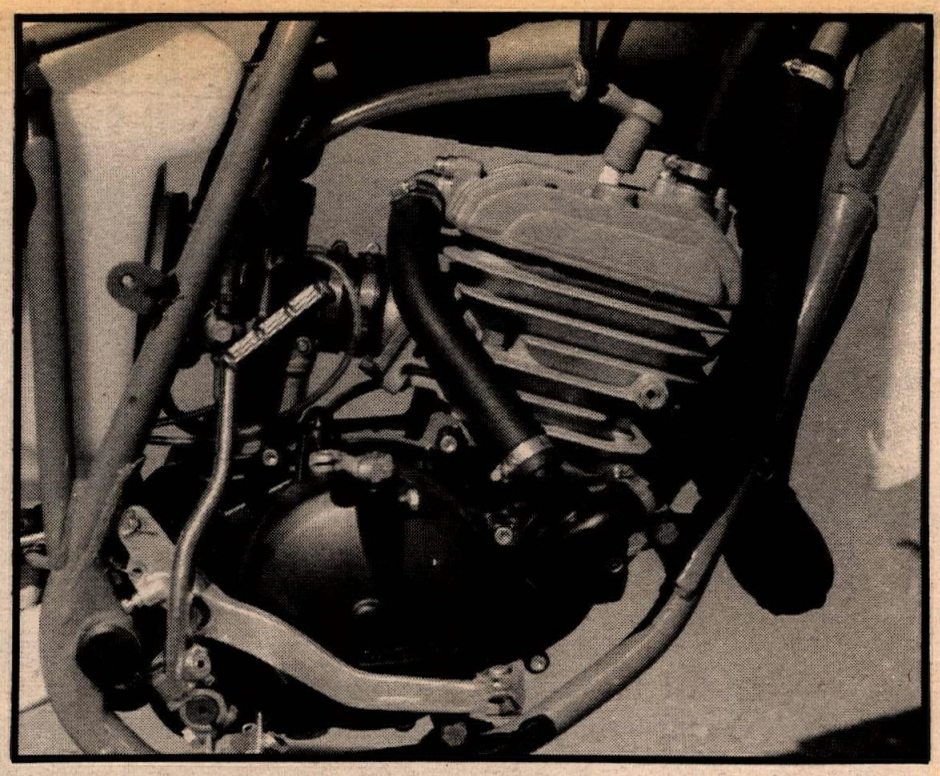
Cagiva is sending the WMX 125 across the big pond without rear shocks, and the first batch of bikes have been equipped with Works Performance units that have been tailor fit to the machine. The ones we rode on worked almost as well as Ohlins and, coupled to the boxed aluminum swingarm, gave a smooth and controlled ride. Stutter bumps were handled in smooth fashion while high speed passes through gnarly sections of whoops were straight and controlled. The full floating rear brake added to the stability and confidence of the rear wheel.

Up front, the problems of the fork-mounted raditor were compounded by spindly 35mm fork legs and poor rebound dampning. Possibly, they'll equip new shipments of Cagiva's with Simons forks made here in the U.S. They would probably be quite helpful to the overall handling of the bike. In fairness, however, we must add that the Cagiva-made front forks do work at least passably if the rider spends enough time adjusting air pressures and oil levels.

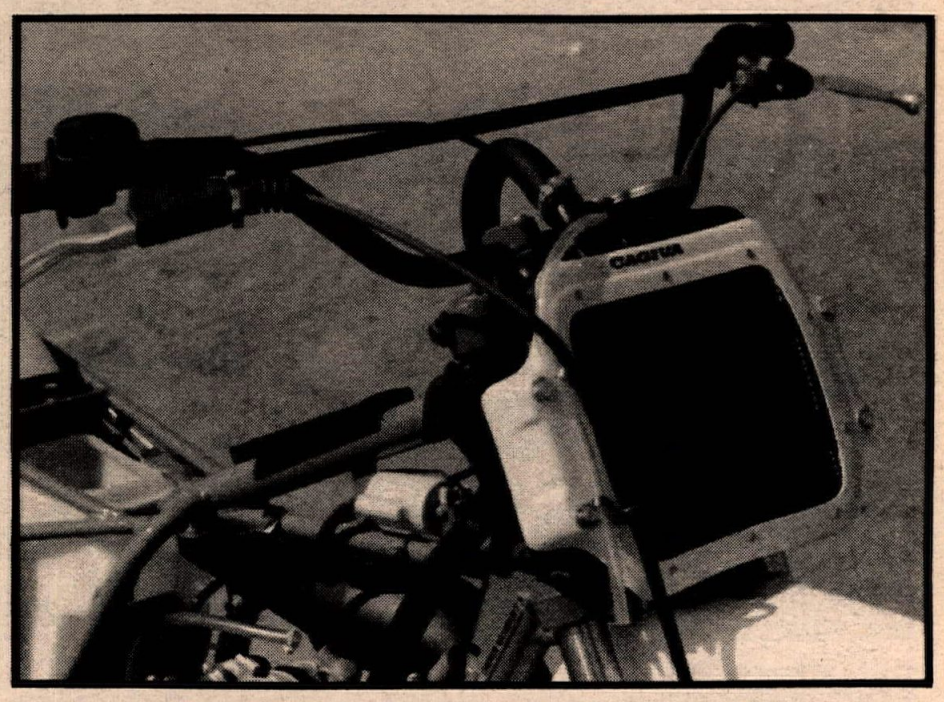
Magura levers and throttle grace the well-situated handlebars and the tank/seat junction allows the rider to slide forward easily in corners. The footpegs are positioned well, and the shift lever has a state of the art bending tip. The exhaust silencer is effective and aluminum. The pipe is well tucked in, out of the rider's way.

On the other hand, the engine cases are long and the swingarm pivot is inches away from the countershaft sprocket. The waterpump is fully exposed on the right side of the engine and the hoses leading to it are very vulnerable to damage from rocks or falls. Also the frame tubes are used as water-passages where possible but this means almost twice as many hose clamp connections to maintain and possibly leak.

The extra maintenance of a water-cooled bike may discourage some beginning riders from buying the Cagiva, but the bike is well designed and should present no great difficulties. Of course, the machine really is designed for the Expert rider; only an Expert will really be able to exploit the bikes superior power and deal with the unusual handling traits. The approximately $3000 price tage should eliminate all but the most serious racers although that price is still lower than a Mugen water-pumper. But if you have a fast shift foot and like being first into the first turn, the Cagiva WMX125 could be just the bike for you. ●



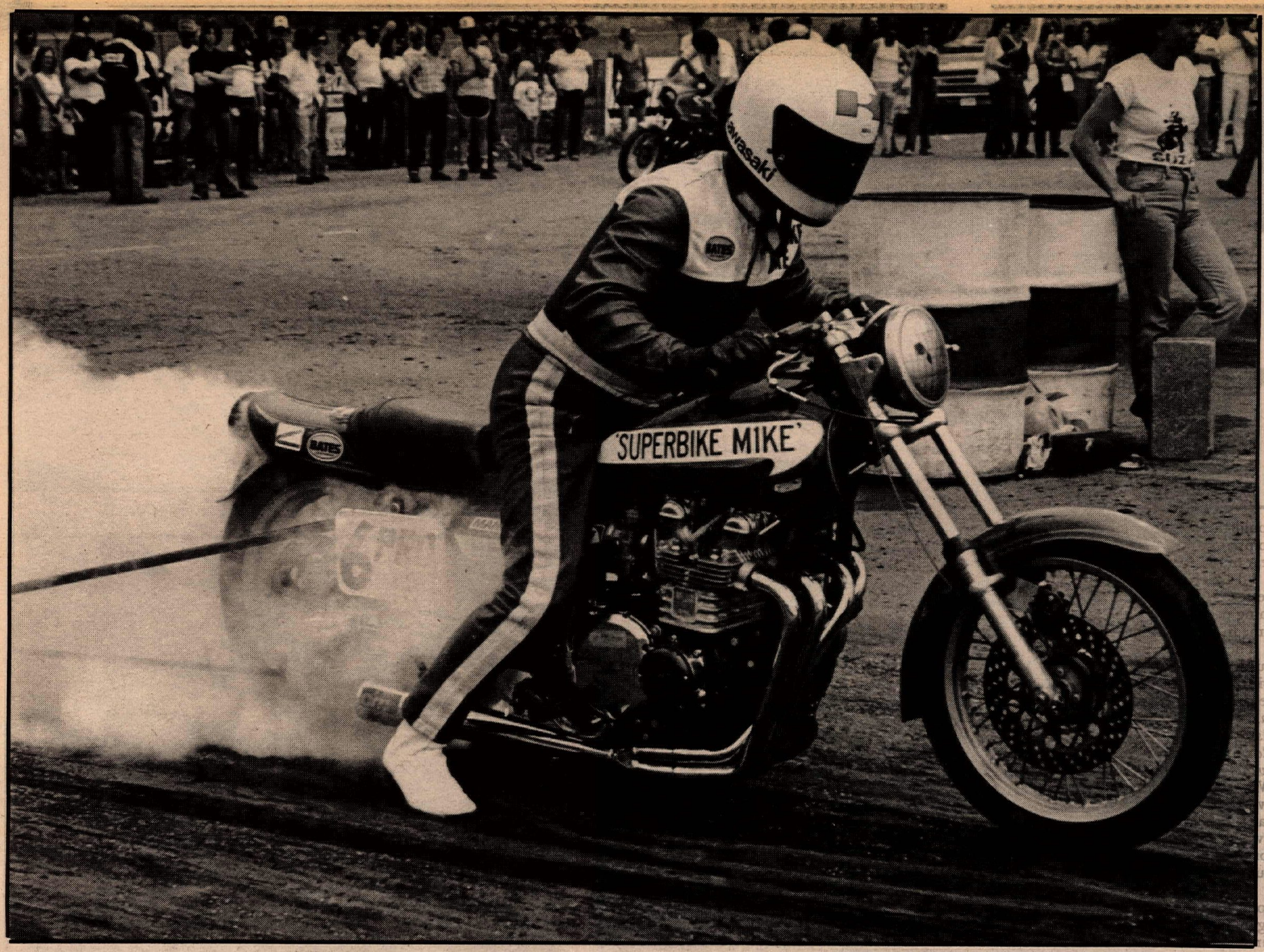
The powerful watercooled 125cc motor was very impressive.



The number-plate-mounted radiator sits high on the bike, contributing to the overall "tall" feeling. (Below) 35mm fork tubes could be beefier.

Specifications

Price	$3,200
Engine	Watercooled single cylinder two-stroke
Bore and stroke	56mmx50.6mm
Displacement	124.6cc
Carburetor	34mm Dell'Orto
Ignition	Electronic
Transmission	Six-speed
Starter	Primary kick start
Frame	Single downtube chrome moly
Front forks	Cagiva 35mm air/oil, 280mm movement
Rear shocks	Works Performance, 310mm movement
Front tire	3.00x21 Pirelli
Rear tire	4.00x18 Pirelli
Weight	191 lb.
Gas tank	Aluminum, 1.8 gallons
Fenders	Plastic



Mike Keyte

From a CPA to a swimming pool salesman to a real estate agent to what he really wanted to be--one of the best in the precise sport of drag racing.

By Tom Mueller
Photos by Greg Guarinello and Mueller

At 36 years of age, Mike Keyte has seen his options in life. Once a successful CPA, Keyte left the game because boredom set in. A segment of time as a swimming pool salesman came and went. Keyte then moved into real estate sales in Ft. Lauderdale, Florida. "I got out of that because there was too much partying," said Keyte concerning that career of the past.

Keyte's articulate and voluble manner leaves no question as to how he made his way in the suit-and-tie world. But it was time for another side of Keyte to surface--one of mechanical ability and going fast in a straight line. From a 1970 Honda 750 to a full-prepped Pro Stock Kawasaki, Keyte made the climb to where he is today. At the top of the Pro Stock wars.

On his way to the International Drag Bike Association's Super National Drags in Kentucky on June 8, Keyte stopped in the Cycle News *office for a chat, along with his wife Kathy. Out of that chat came the origin of his nickname--Superbike Mike, the ups and downs of the sport, and what draws a former pen-pusher into the land of green lights and burning rubber.*

Where did you get the name Superbike Mike?
I used to go to the strip in Miami, the Hollywood strip, on a 1970 Honda 750. I blew off the dragsters and beat everybody. The shoes I wore were comfortable and worked well on the shifter. They were white, and became a good luck charm. The color red also went along with it, and soon I became Superbike Mike.

What is involved with Superbike Mike Engineering?
I'm it. I do cylinder head preparation in my shop, do some research and development, and I have a good reputation for good work. I've been doing heads for about 20 years, and I'm making good power. People buy performance.

What sort of backing do M.T.C. and C.M. Performance give you?
M.T.C. helps me with pistons. They make sure I have the latest designs. I had some breakage early in the year and Ken Tipton said, 'Come on over and we'll fix you up.' They sure did.

C.M. Performance supplies me with exhaust pipes, valve springs, and other items. All the parts help. There's no compromise at the drags. The machine only has to run nine to ten seconds at a time.

I received a bit of help from Kawasaki this year. They gave me a crankshaft. It was the first gift I ever got.

How much does it cost to run the drag circuit for a season?
Last year I spent $17,000. This year I'll spend $30,000. Gasoline is higher, and I'm going to more races. I'll drive 40,000 to 50,000 miles and go to about 25 races.

Your name is used often concerning the Gatornationals win. How much did that win mean to you?
That win (at Gainesville, Florida in the Pro Stock class in March, 1980) was the high point in my career--to that point. They *really* treat you nice when you win at a race like that. We worked until 5 a.m. the night before to get the bike ready.

When I went through the lights I knew I had won. They (the TV crew) stopped me to interview me. The guy says 'Congratulations to Mike Keyte on his Suzuki!' I said whoops, it's a Kawasaki. The interview you saw on TV was actually the second interview.

The Gatornationals track was perfect. I just set it on kill. Some of the other tracks aren't always as good--you even have to sweep them yourselves sometimes.

How do you get along with Terry Vance, Russ Collins, Vicki Farr and the other big names in drag racing?
I don't have any enemies--until the green light comes on. Many times Bob Carpenter and I wish each other luck. What we really mean is 'I hope you lose, but don't get hurt.'

Vicky Farr is a really nice person and excellent rider. She's a very unassuming person.

You have one win and one runner-up placing in NMRA's Pro Stock class so far. What are your projections for the season?
It's hard to fight the big boys, but I think I'm about to catch them. The Vance/Hines (factory Suzuki) team is Goliath--they've got a quarter million dollar budget and I've got $30,000, but it's getting closer.

Do you feel drag racing has an effect on the public and the number and kind of road bikes they buy? How do you feel about drag racing getting more exposure this season?
Drag racing is something that everybody can do and everybody does--it's not as dangerous as road racing. Everyone is allowed in the pits at the drags. The spectators can walk right up to you. It's nice.

Kawasaki will make parts arrangements with me, but they haven't given me a full sponsorship. They should. I think the public gives more credence to drags than road racing. I think a lot of companies

could turn it into money, but a lot of companies are afraid to compete for fear of losing.

I'd like to see drag racing do much better. It needs more press. The first thing people look at is the quarter mile time in a road test.

There is a big breakdown in classes, but it gives everyone a place to race. I wish we had one organization to centralize things. *(Keyte now competes in International Drag Bike Association, National Motorcycle Racing Association and Dragbike! events this season...Editor)*

Why did you pick drag racing bikes over cars or another motorcycle or car sport?

I've been excited about motorcycles for over 20 years. Cars are interesting, but not the same.

As far as road racing, we stopped going to the Daytona 200 a few years ago. Two dozen Yamahas going in a circle, plus all the motors are hidden.

Have you ever been injured drag racing?

On the old Honda dragster the clutch was slipping one time and I scuffed my leathers as my knee went down heading back to the pits. Knock on wood.

It's been said drag racers are egotistical. Are you?

Drag racers are a lot less egotistical than road race or MX people. Like Kenny Roberts. He's a rotten egotist. He could never be my friend, except that we both groove on performance.

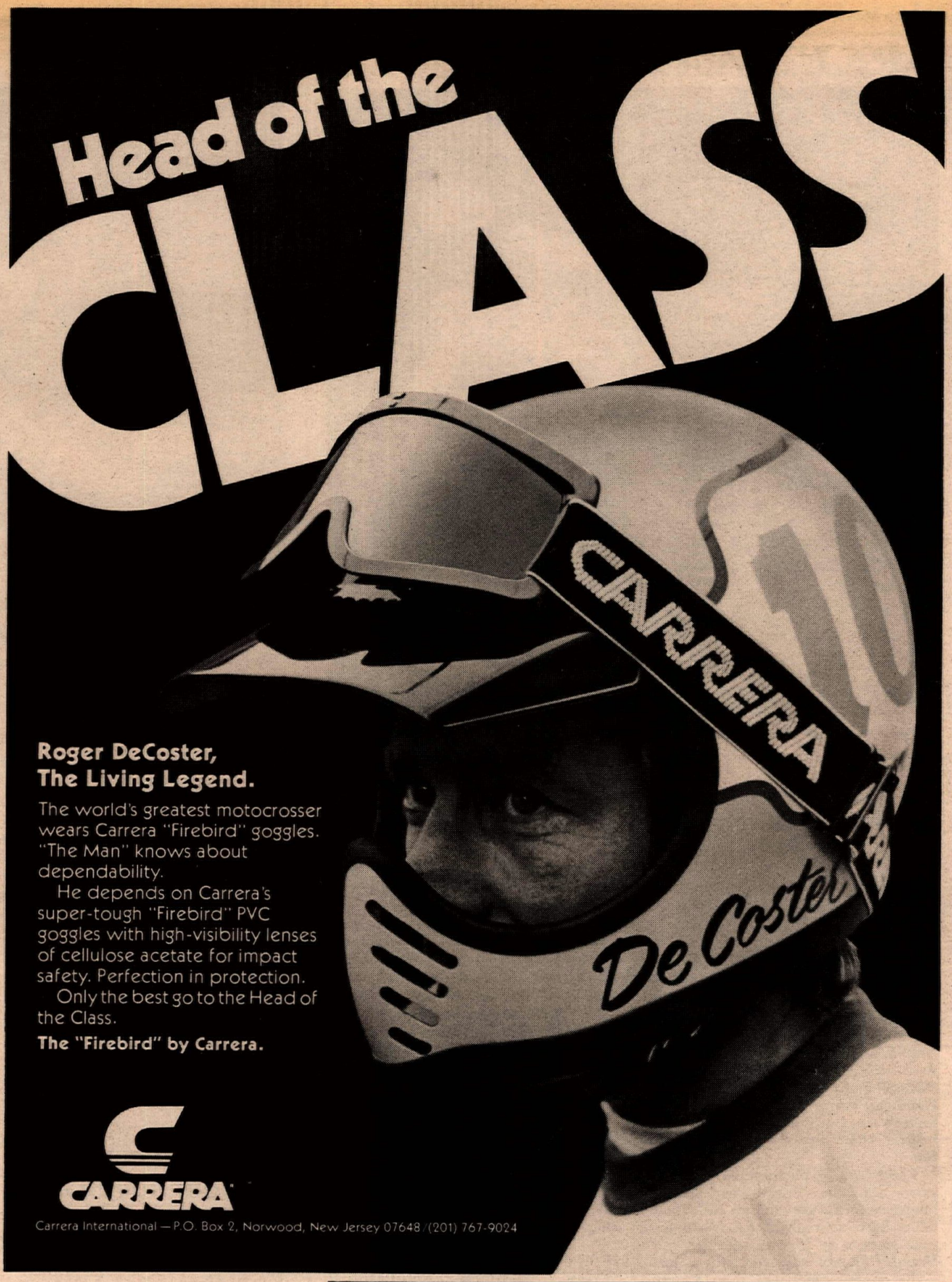
When I was asked for my first autograph--that really puffed my ego. We wear red uniforms, white boots, cowboy hats--but PR is up in drag racing.

What's in your head while waiting for the green light?

Nothing. You don't even blink your eyes. Everything is very precise. Your heart rate goes up about double. As soon as you see the yellow go on you make your move.

I have a better reaction time than the average human, which is .25 of a second to react. I've been tested at .08 on a machine. Don Garlitz (a famous car drag racer) was tested at .13. A tenth of a second sounds small, but that's from here to the street (Keyte motioned from his chair in the office to the road, about 20 yards) for us. Qualifiers are down to hundredths of a second.

I set a Dragbike! record of 8.97. If someone would have told me three years ago I would run an eight second time, I would have told them no way. A motorcycle with a rider prone on it is worse aerodynamically than a pickup truck with a camper. But that's how fast it's getting. •



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SPEEDWAY WEEK

Lance King stretches for his Ascot Scratch Main win.

Steve Lucero, fifth in the IMS Handicap Main, won at Ascot the next night.

Pyeatt and Christian take the big ones at Ventura

By Bill R. Locey

VENTURA, CA, AUG. 26

For speedway under a full moon, the racing was relatively tame despite numerous crashes, but served as a sufficient prelude to next week's final go round — the Ventura Track Championship. The 2000 or so fans saw track regular and Ascot whiz Denny Pyeatt burn up the track all night long. After winning the Handicap Main, Pyeatt had a chance for a sweep, but finished a few lengths behind Alan Christian in the Scratch Main.

There was a pleasant surprise in store for the crowd as Danny "Berzerko" Becker made his 1980 debut here last night. Becker, a nine-year veteran at 25 who rode for the Ventura Sharks way back when, has made more comebacks than Count Dracula, appeared rusty and failed to transfer.

In Handicap racing, Pyeatt successfully worked fast through slow traffic off the 40-yard line to win all three of his rides, including the Main. It was Denny's first trophy here this season and his fan was happy.

Shawn McConnell, always involved in anything bizarre that happens, added another move to his repertoire. In his heat ride, McConnell was running in third, spun out, did a complete 360, kept his balance, then cruised off as if nothing happened and earned his transfer spot. Just business as usual for Shawn.

Troy McKee, back in the saddle now for three weeks, after sitting out since 1976, rode as well as could be expected on a slow bike and finished third three times.

In Scratch racing, after a series of routs in the heats, things began to get serious. In a semi, John Sandona got the gate and took the early lead. Brad Oxley got a face full of dirt as he started poorly, but then gave it the gas around turn one where Dave Miller and Keith Chrisco were battling wheel to wheel. With hardly enough room inside Miller for his shadow let along his motorcycle, Oxley kamikazed his way through on the inside.

Well, almost through.

In a dramatic display of the Domino Theory, all three riders went down. Oxley flew over both riders and escaped relatively unscathed. Chrisco and Miller were chewed up by the falling bikes.

Chrisco, at first thought to have broken his ankle and thumb, managed to exit under his own power with two sprains, but retired for the night and perhaps the rest of the week. Miller suffered bruises and a broken bike. Since only two riders survived the season's shortest race, Oxley and Sandona transfered to the Main.

In the other semi, Pyeatt got the gate and took the lead from Christian on the second turn. On the next lap Christian got close enough to bump Pyeatt – hazardous to your health at 50 mph — but couldn't catch him. Unfortunately for Pyeatt, his heroics came one race too soon. Once he gets his sense of timing down...

In the Main, Christian took the lead in the first turn and never looked back. Pyeatt made it close for a lap, but Christian gradually pulled away to win by six lengths. Not very exciting, but mighty convincing.

And then there's Randy Monroe. As Butch and Sundance would say, "Who is that guy?" Now a three-week veteran and still so new he doesn't have a number (he taped an "X" on his back last night), Monroe took the Second Division Main, and easily, too. After taking the Third Division trophy last week and with his win last night, Monroe is wishing the season was just beginning. Maybe Bast had plastic surgery and came back as...nah...anyway, finally we can chalk one up for Brand "X".

In D-3 action, Rusty Jennings enjoyed his debut here as he won his heat and the Main in convincing style.

Next week will be the Big One at the Ventura Raceway — the 1980 Track Championship. The top 16 First Division riders will be on hand. Among them, making his third appearance will be Bobby "Boogaloo" Schwartz. Also returning from England and making his seasonal debut here, (we hope) will be the U.S. Long Track Champion, "The Miracle Worker," Shawn Moran.

Results

SCRATCH MAIN: 1. Alan Christian; 2. Denny Pyeatt; 3. John Sandona; 4. Brad Oxley.

HANDICAP MAIN: 1. Denny Pyeatt; 2. Brad Oxley; 3. Troy McKee; 4. Shawn McConnell; 5. Tom Morley; 6. Keith Chrisco.

SECOND DIV: 1. Randy Monroe; 2. Pat Hawley; 3. Craig Bradley.

THIRD DIV: 1. Rusty Jennings; 2. Chris Mistretta; 3. Ron Blanton.

MATCH RACE: 1. Sandona def. McConnell.

Christian claims number seven at IMS

By Scott Daloisio

SAN BERNARDINO, CA, AUG. 27

He did it again! Alan "Crazy" Christian chalked up his seventh Scratch Main victory of the season at John La Douceur's Inland Motorcycle Speedway Wednesday night.

Christian, who started in the number four position, took the lead at the start over John Sandona, Dave Sims and Gene Woods. Sandona got by on the inside of Christian coming out of turn two on the opening lap. Christian got the lead back at the end of lap one and had an exciting duel with Sandona through lap two.

Sandona stayed close the remainder of the way and several times pulled even with Christian, but was unable to get by. At the checkers, it was Christian with Sandona second less than one bike length back. Sims took third with Woods fourth.

Jim "The Animal" Fishback made his final appearance of the season at IMS a memorable one as he took the best Handicap Main of the season over Dave Miller and Alan Christian. Miller took the lead at the start over Steve Lucero. Lucero moved inside Miller coming out of turn two on lap two for the lead. Miller got back by Lucero for the lead at the end of lap two with Lucero moving back into first on the back chute on lap three.

Lucero's lead was short-lived as he bobbled coming out of turn four on lap three leaving Fishback, who had just gotten by Miller, in the lead. Danny "Berzerko" Becker dumped it in turn one on lap four dropping himself from fourth to sixth.

Christian got by Miller for second on the final lap on the back chute with Miller squeeking back by for second at the checkered flag. Following Fishback, Miller and Christian were Sterling Cogar, Lucero and Becker.

Victor Robledo easily outdistanced the field to rake in his initial Second Division Main of the season at IMS. Robledo moved out front at the start over Tom Conrad and was never headed. Pat Hawley got by Conrad coming out of turn two on lap three with "First Division Bound" Ed Thurman also getting by for third.

Thurman then powered his way by Hawley in turn two on the fourth lap for second place. Hawley bobbled coming out of turn four on the final lap allowing Dennis Bransford by for third. The official order of finish was Robledo, Thurman, Bransford, Hawley, Conrad and Robin Bourgeouis.

Rusty Jennings got by Mike Baeder as Baeder's bike shut down on the final lap allowing Jennings by for the victory. Baeder and Chris Mistreeta were even off the line with Baeder taking control on the back chute on lap one.Jennings, running fourth, got by Mistreeta and Craig DePhillipi on lap two to claim second.

Baeder had a comfortable lead when his motor coughed and sputtered down the back chute on lap three. Just when it seemed Baeder would drop out

(Continued to page 34)

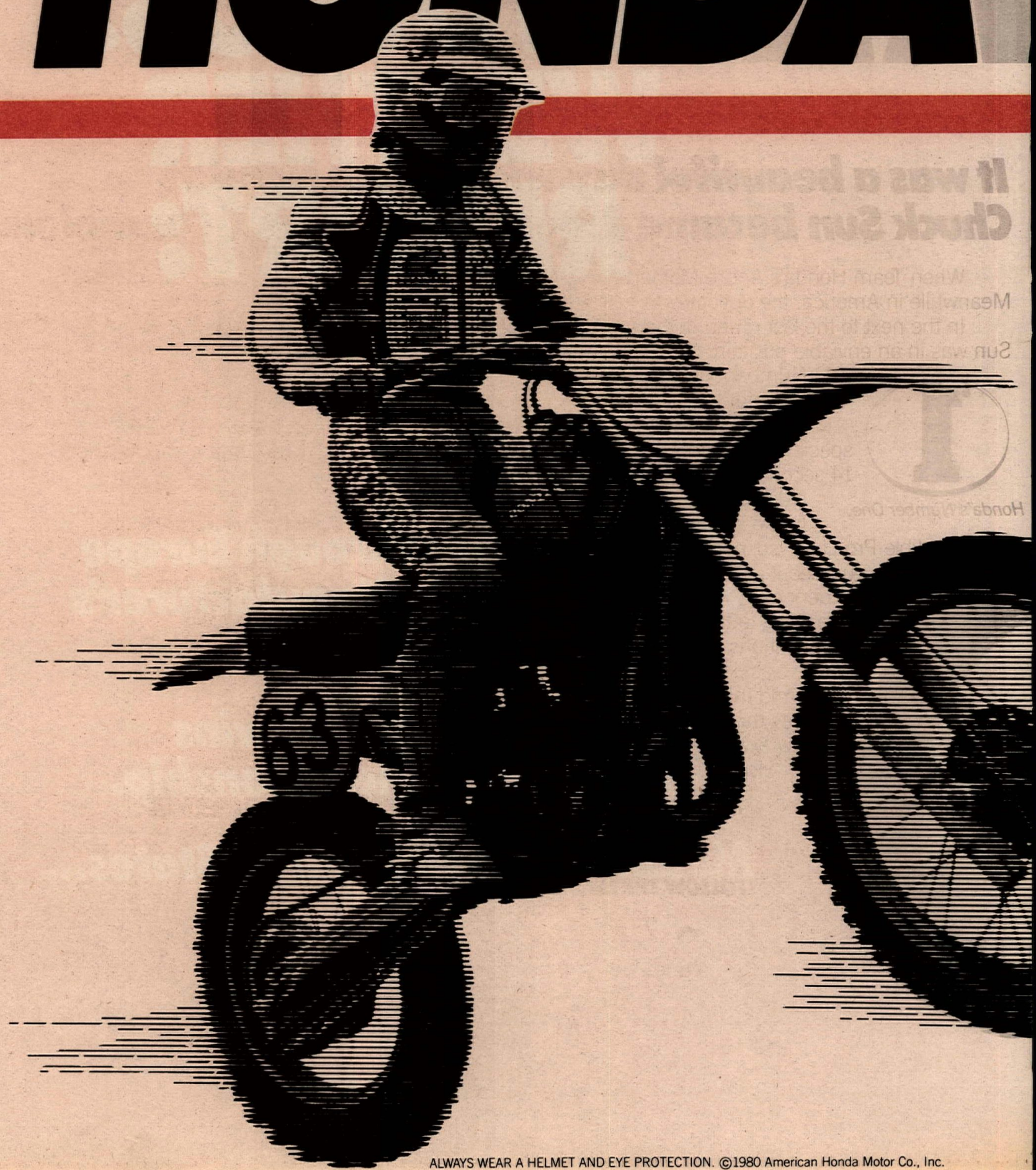
AND NOW FOR THE 500cc MOTOCROSS WEATHER REPORT:

Honda storms through Europe and wins World Manufacturer's Championship

Andre Malherbe wins World Open Championship.

Meanwhile in the United States...

SUN SE
HONDA



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HINES. REIGNS.

It was a beautiful day when Team Honda's Chuck Sun became America's 500cc MX Champion.

When Team Honda's Andre Malherbe won the World Championship, it was a shining moment. Meanwhile in America, the outlook was just as bright.

In the next to the last round of the AMA 500cc National Championship MX Series, Chuck Sun was in an enviable position.

Number one.

So he did what anyone in his position would do. He stayed that way.

In the first moto, he cranked open the throttle of his extraordinary RC450, specially prepped, tuned and coddled by master wrench Eric Crippa, and finished 14 seconds ahead of the pack.

Number one.

In the second moto, he blasted off again and let his works Honda with its incredible Pro-Link™ suspension and mountains of power go to town.

You guessed it.

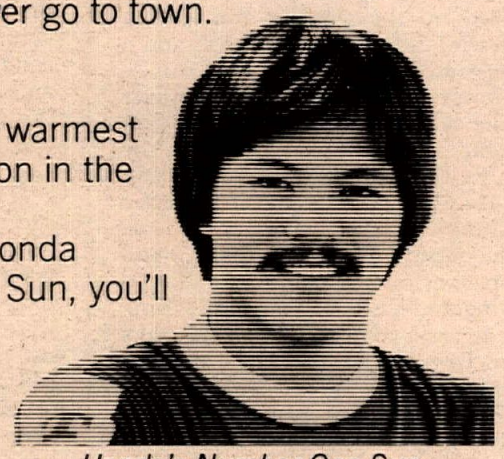
Number one.

We'd like to take this moment to offer our warmest congratulations to the new National Champion in the 500cc class, Chuck Sun.

And the next time we tell you that Honda makes the finest motorcycles under the Sun, you'll know exactly what we mean.

Honda's Number One Sun.

Honda's Number One.



Honda's Number One Sun.

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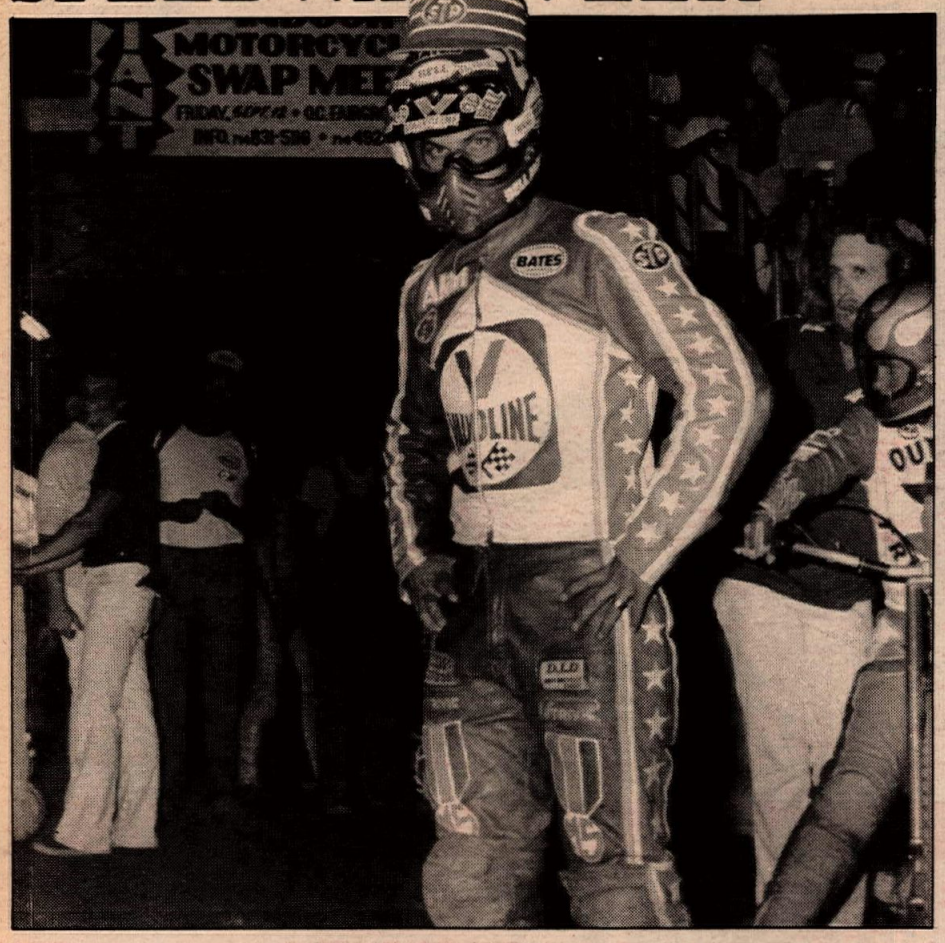
SPEEDWAY WEEK



Alan Christian prior to his Costa Mesa Scratch Main victory.

Brad Oxley hot-footed it for the Handicap Main win at Costa Mesa.

(Continued from page 30)

or be passed by the pack, the problem rectified itself and he was off again.

Things looked good for Baeder until the same problem happened on the final lap with his motor shutting down, giving the victory to Jennings. Mistreeta was second followed by DePhillipi, Kenny Williams, Steve Rogers and Baeder.

Results

HANDICAP MAIN: 1. Jim Fishback; 2. Dave Miller; 3. Alan Christian; 4. Sterling Cogar; 5. Steve Lucero; 6. Danny Becker.

SECOND DIV: 1. Victor Robledo; 2. Ed Thurman; 3. Dennis Bransford; 4. Pat Hawley; 5. Tom Conrad; 6. Robin Bourgeouis.

THIRD DIV: 1. Rusty Jennings; 2. Chris Mistreeta; 3. Craig De Phillipi; 4. Kenny Williams; 5. Steve Rogers; 6. Mike Baeder.

JR. SPDWY: 1. Dave Hancock.

SCRATCH MAIN: 1. Alan Christian; 2. John Sandona; 3. Dave Sims; 4. Gene Woods.

Lucero surprises again at Ascot

By Gary Hoffman

GARDENA, CA, AUG. 28

The name again on Thursday night was Steve Lucero. In his third trip to Ascot, he took his second Handicap Main. Sixteen-year-old Lucero, starting out on the 30-yard line, got out first, but Cary Faas from the 20 grabbed the lead from him for most of the first lap. By the time they made it around the quarter-mile once, Lucero was back in front with Faas second and Lance King in third. On lap three, King rode high, passed Faas for the number two slot and was quickly up to Lucero. Coming off the final turn it was King and Lucero dead even till the finish line where Lucero's tread went by first giving him the win with King taking second and Faas a most honorable third.

The Feature Match Race consisted of two new First Division riders on the Ascot track — smooth riding Dennis Bransford and young Cary Faas. At the start of the two lapper, Bransford did a couple of unintentional wheelies, giving him a bad start and allowing Faas to take an early lead. Bransford did a good job of catching up but with only two laps, Faas went in first for the checkered.

Screaming like a jet all night was Randy Songer bound and determined to win a main event. At the start of the Second Division Main, Henry Swain shot out first from the 10 with Songer right behind and Dave Braviroff in third. By the second lap, it was Swain and Songer neck and neck, with Braviroff right on top of them. Swain still led through lap three, but the last lap brought all the changes. Swain, seeming to tire, came into the turn too high allowing Songer and Braviroff by. As soon as Randy realized there was no one else in front, he just cranked up the throttle and took a clean win, followed by Braviroff and a disappointed, hard-riding Swain.

But never fear. The action isn't over till the last race. The Scratch Main brought together Lance King on the pole, Keith Chrisco in the number two slot, Handicap winner Lucero in three and long track master Denny Pyeatt on the outside. The tapes flew up and Pyeatt shot out first quickly followed by King and Chrisco. Pyeatt and King were so close coming around the back chute, they looked like they were on a motorcycle built for two. In turn four of the second lap, King slid under Pyeatt for the lead, while Chrisco held on to third. Once King got out front, he was gone. Stretching his lead to a good healthy margin by the end of this one, he didn't have to worry about any photo finishes, while Pyeatt took second, Chrisco third and a tired but happy Lucero fourth.

Next week, Shawn Moran's father says Shawn will definitely be here, accompanied by Bobby Schwartz just for insurance. Shawn and Bobby, not unfamiliar to the quarter-mile, will be looking forward to some stiff competition from the southern California hometown riders.

Results

FEATURE MATCH RACE: 1. Cary Faas def. Dennis Bransford.

SECOND DIV. MAIN: 1. Randy Songer; 2. Dave Braviroff; 3. Henry Swain.

HANDICAP MAIN: 1. Steve Lucero; 2. Lance King; 3. Cary Faas.

SCRATCH MAIN: 1. Lance King; 2. Denny Pyeatt; 3. Keith Chrisco.

Christian and Oxley take battle of banged up stars at Costa Mesa

By Ken Kellogg

COSTA MESA, CA, AUG. 29

If you'd have come to Costa Mesa Speedway tonight and expected to see Second and Third Division riders in Division One while all the best were out waiting for the Nationals, then you would have been dead wrong. All the top guys were her and Harry forgot to tell them it wasn't the Nationals because all the racing was good with no "let up or take it easy".

It was Fox Night and it was a huge success. The house was full, standing room only, so to make sure it was a good night, many of the riders rode injured. Just a few of those riding hurt were Brad Oxley (dislocated toes and a dislocated shoulder), Keith Chrisco (dislocated thumb) and Alan Christian (bruised leg and ankle). All know this time is critical, this is the time to get it together. There are only three weeks of regular season riding left till the October 11 Nationals.

Alan Christian proved he wasn't taking it easy and surprised everyone by riding the outside (a place he seldom has to ride). Lance King, riding from the 40-yard line, worked his way through traffic with Christian off the 60 running third. On lap four, King was unable to pass John Foster so Christian showed him how. Alan took to the outside and at the finish it was Christian, Foster and King.

Event number nine (a Scratch heat) could have been titled "Where did he come from?" referring to Dubb Ferrell. In turn one, Dubb was third behind Steve Columbo and Shawn McConnell. Ferrell took up flying; he hit the dirt on the outside and there was no stopping him. He took the lead and continued to fly, leaving both McConnell and Columbo looking around asking, "where did he come from?"

Event 10 matched up Brad "banged up" Oxley, Denny Pyeatt, Steve Nutter and Keith Chrisco. Chrisco went down at the start leaving Oxley and Pyeatt to battle it out. Oxley rode the inside and in the third straightaway, was clearly the winner. At the wire it was Brad by at least four bike lenghts. It was impressive to see this young man ride hard still hurting.

Up to this point, the best race of the night was event 10, but now it was to be outdone by the Division One Handicap Main. When the gate went up Oxley and Christian were far at the rear of the pack. By turn two, both riders had caught the pack and began the job of working through traffic. Oxley moved inside and Christian was glued to his rear tire. By the fourth lap, Sterling Cogar was in first, Oxley second, and Christian third. On lap five, both riders moved up on Sterling and in the last straightaway Brad tried underneath while Alan went outside. Coming out of turn four, Oxley was slightly behind Cogar, but Sterling went wide cutting off Alan's bid for second and at the tape it was Oxley by an easy two inches.

The Scratch Main began a little slow with two red flag restarts. Christian had to use his backup bike and finally there was a good start. Dubb Ferrell took the gate and in turn one it was Ferrell, Lance King, Christian and Dave Sims. Ferrell was riding hard with King right on top of him and Christian about one bike length back. Then the break Alan was waiting for came. Ferrell went down and in the confusion, Christian took the lead. Once he's in front, that's the race and so it was. ●

Results

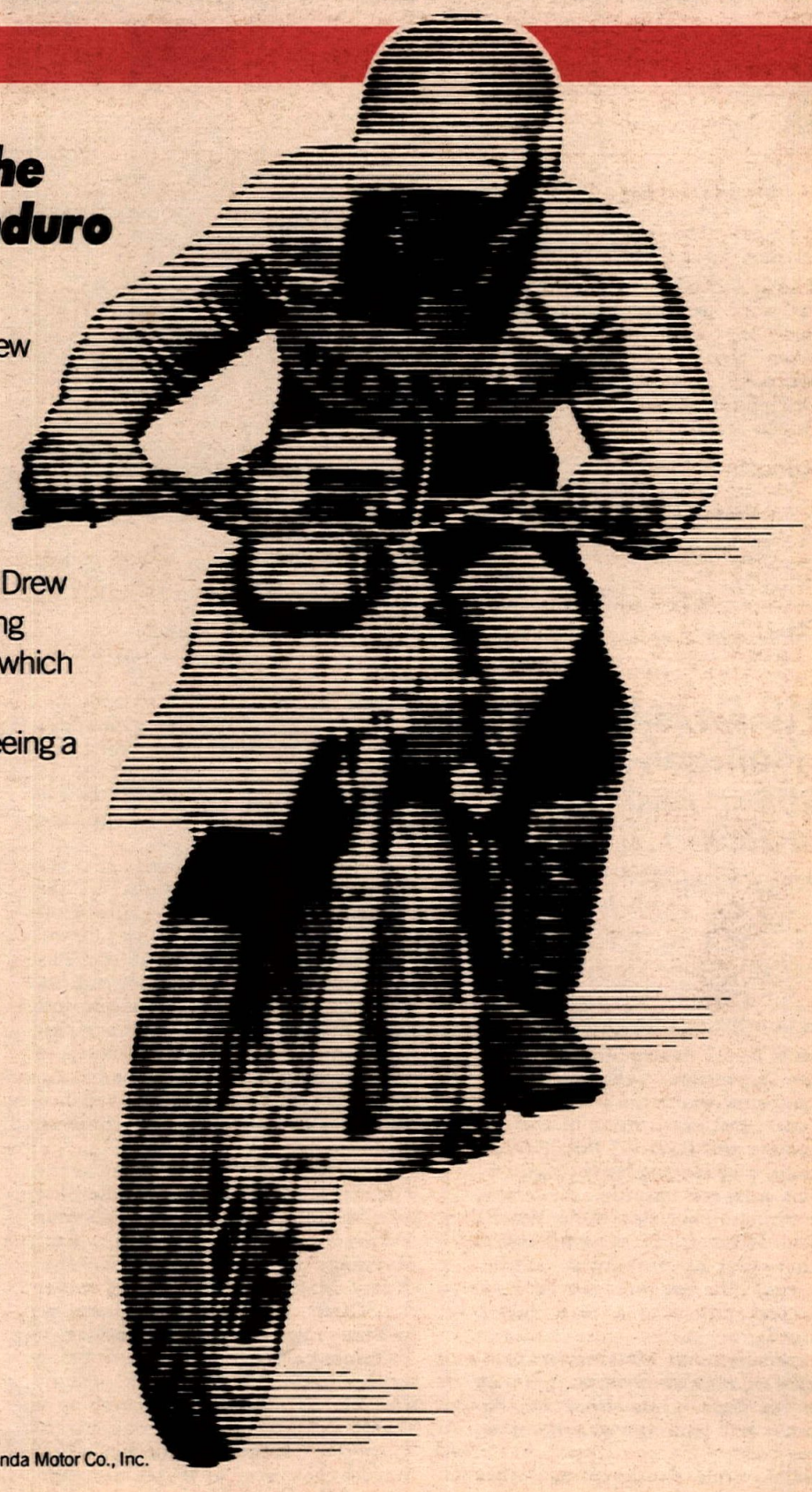
SCRATCH MAIN: 1. Alan Christian; 2. Lance King; 3. Dave Sims; 4. Dubb Ferrell.

HANDICAP MAIN: 1. Brad Oxley; 2. Sterling Cogar; 3. Alan Christian; 4. John Sandona; 5. Gary Ford; 6. Kurt Strommer.

SECOND DIV. MAIN: 1. Dan Braviroff; 2. Tom Hughes; 3. Victor Robledo.

THIRD DIV. MAIN: 1. Bryce Eikleberger; 2. Tom Conrad; 3. Bob Kellam.

EAST MEETS BEST. HONDA'S WORRELL WINS MASS. ENDURO.



Team Honda's Ted Worrell Wins The Demanding 100-Mile Greylock Enduro In Pittsfield, Massachusetts.

Team Honda and Ted Worrell introduced themselves to New England and the competition last week in grand style.

They did it by winning the Greylock National Enduro on a modified Honda CR250R.

Further testimony to the incredible power, versatility and reliability of the CR250R.

And Ted's riding. Which was so good he finished ahead of Drew Smith and National Champion Dick Burleson on the demanding 100-mile Greylock course. A tight, rocky, New England course which took its toll on many riders and bikes.

Honda's enduro team and the winners circle should be seeing a lot more of each other in the future.

Now that they've been formally introduced.

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Western hotline

Rick Maki, stylist extraordinaire at CMC/Bosch Saddleback finale.

CMC Bosch finale to Holland, Hansen and Hardick

By Mike Klinger

ORANGE, CA, AUG. 31

"This is all I do. Race and test motorcycles seven days a week and put in about 60 laps per day Monday through Friday at Carlsbad as a Suzuki Research and Development Technician," explained Ron Turner as he sweated in the 90 degree heat after his fourth moto of the day with two to go. "Radical" Ron Turner, the master of the southern California motocross tracks, captured two of the three Professional classes of the Bosch/CMC Pacific Coast Championship which wound up Sunday at Saddleback Park. Turner won overall both the 125cc and the Open Pro classes. Joining Turner at the victory stand was the Yamaha-mounted Pete Wanket. Wanket led most of the series, but took some hard pounding from Honda-mounted Jeff Jennings who never let up one inch.

Straight from sweeping the Ponca City World Mini Cycle Championships, George Holland III aboard a Suzuki swept the 125cc Pro class at Sunday's event. This was only his second 125cc ride. His first was Saturday! At 15 years old, George Holland will be the factory rider to beat in the up and coming years.

In moto one, Holland got the holeshot and traveled right on the checkered flag. Following Holland off the line was Dean Cates, Rick Johnson (Yam), and Mike Tripes (Suz). The entire event was a bulldogging of Holland and Johnson. Johnson just could not get the water pumper past the fleeing Holland. Tripes held on to an impressive third place ride and in the closing laps, Ron Turner pushed his way into fourth as Cates finished fifth.

Moto two was a repeat as far as the winner. Holland again hit the first turn ahead of the pack, but this time Turner was second then Scott Manning, Johnson and Rick Maki (Yam). Maki, coming off a big win at the SCORE Off Road Championship, had the crowd in awe as he performed his famous table-top clickers. Starting in the middle of the pack, Danny Chandler (Hon) had really put on a charge and worked his way up to Turner in second and on lap eight, Magoo took over that position and relished it all the way to the flag. Johnson, while in fourth, crashed hard and possibly broke two fingers and retired. So, Holland picked up another win for the overall with Turner second, clinching the series title in the 125cc Pro class. Tripes placed third and an outstanding accomplishment of third overall in the six-race series. Scott Manning, who led the class for most of the series, placed fourth and his consistent riding talents enabled him to finish second behind Turner in the final standings.

Factory Honda rider Donnie Hansen, who had his troubles two weeks ago against Kawasaki's Jeff Ward, again hit the pressure, but was able to turn a 1-1 tally for the overall. Moto one, Hansen put the water-cooled Honda in the lead immediately. Jim Tarantino (Hon), Pete Wanket (Yam) and Jeff Jennings (Hon) were not going to loose sight of "Holeshot."

On lap four, Ron Turner was making his move to take over eighth place when he stood the Suzuki Floater on its nose and cartwheeled several times. He laid unable to move for a couple of laps, but dollar signs got the best of him and he finished way back in the pack.

With the laps beginning to wind down, Kawasaki's Warren Reid was making his surge from the middle of the pack. He passed Tarantino, then Wanket, then Jennings and with two laps to go, he was gaining on Hansen considerably. One lap to go and both Hansen and Reid began to hit traffic. Both riders were almost side by side down the home stretch, but Hansen hung onto the win. Reid was second followed by Jennings, Tarantino, Wanket and Clint Hardick (Suz).

In moto two, Reid got a better start which enabled him to give Hansen a much harder ride. Jennings, Wanket and Tarantino again were up front trying to reel in Hansen. But there was no stopping Donnie Hansen. With two flawless rides (1-1), Hansen won the overall by placing only feet ahead of Reid in both contests.

Third place in moto two and third overall went to Jennings. Fourth went to Wanket which gave him the series overall in the 250cc Pro class. The only possible way that Jennings could have won the series was if Wanket forgot to bring his scotter.

Following Wanket and Jennings in the series overall was the "Rocket man" Rex Staten, then Turner and Ed Arnet.

At the beginning of the day, Clint Hardick was not even in the top five in the overall standings in the Open class. At the end of Sunday's racing, Hardick had won the overall in the

Open class (2-1) and finished fourth overall in the final standings.

Moto one was locked up from the drop of the gate to the flag by Ron Turner. Turner seems to ride effortlessly on the Open bikes. On lap nine, Turner had opened up a good lead over Hardick with Arnet (Yam) and Steve Walker (Yam) making up the top four. At the checkered flag, Turner crossed the line just five seconds ahead of Hardick for the win. Arnet was third with Robert Marino (Yam) a solid fourth.

The Suzuki-mounted Hardick was unstoppable in moto two. When he took the lead on lap two, there was nobody in the world who was going to catch him. Mark White (Yam) was running second with Arnet, Marino, Dale Anderson (Mai), Micky Dymond (Mai) and Turner trailing. Hardick was running away with the race. On the new and extended track, Hardick was turning laps consistently at 2:20, the fastest for the day.

At lap five, Marino closed in on White and passed him as did Turner and now Turner was stalking Marino. As these two riders passed the scoring stand, Turner took the inside line and edged his way into second place.

The moto ended with Hardick winning handily and getting the overall also. Turner was second and second overall. White was third. With Turner's second-place ride Sunday, he sewed up the series overall in the Open class. Second overall in the series went to Staten, then Walker, Hardick and Matt Tedder.

Gormley goes for it at DeAnza

By Ron Lawson

SUNNYMEAD, CA, AUG. 24

After watching the first 250cc Pro moto at DeAnza cycle park last week there seemed little doubt that Craig Gormley (Yam) (Yam) was the hottest rider of the day. He pulled the holeshot and walked away while most of the rest of the pack crashed over one another.

Robbie Brand (Kaw) went down in the first turn and took Mark Barnes (Yam) with him. Danny Burtt threw a rod in his Can-Am while in second place, while his teammates from Suzuki of Riverside, Jon Friesen and Ken Campbell, both crashed their Can-Ams. Barnes was able to remount and work hard enough to eventually pass Jerry Lawrence (Yam) for second place. Friesen was fourth ahead of Brand, but everyone was an almost ridiculously long way behind Gormley.

But Gormley's next moto wasn't so easy. Barnes led a tight three man freight-train through most of the race, barely holding off the advances of Gormley and Brand. Gormley finally got by Barnes, but within a lap he had slid out and let both Barnes and Brand get past. But then it was Barnes' turn to blow it, letting Brand into the lead. One lap later Brand fell, letting Gormley back on top. Somehow Gormley managed to avoid any major disasters in the last two laps to win the race. Brand was second but had to settle for third overall behind Barnes.

The 250cc Novice class saw John Mitchell (Suz) win the first moto and then follow it up with a second in round two. Dennis Boulware (Suz) was the man to win that moto, leading every lap. Mitchell got a fifth place start and cut his way up to second which was all he needed for the overall brass. Boulware was second overall because of his fourth place finish in

BOSCH SWEEPS

Pacific championship MX Series

Final overall series positions-Bosch CMC Series:

125 Pros	250 Pros	Open Pros
Ron Turner	Pete Wanket	Ron Turner
Scott Manning	Jeff Jennings	Rex Staten
Mike Tripes	Rex Staten	Steve Walker
Danny Chandler	Ron Turner	Clint Hardick
John O'Mara	Ed Arnet	Matt Tedder

BOSCH Silver Sport spark plugs sweep the first five places in all three PRO classes.

The CMC Pacific Championship MX Series matched the West's best pros in a grueling six-event schedule on the toughest courses in California. When the dust settled and the scores were totaled it was a convincing clean sweep for BOSCH Silver Sport spark plugs.

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Craig Gormley leads a DeAnza start while an unidentified rider jumps off.

round one. Third place went to David Stewart (Yam) who is just returning to the race scene after a long time away from the track.

The runaway winner in the 125cc Intermediate class was Toni Siracusa (Suz). He walked away from both motos with a win, while Jim Pearson (Suz) came back from a crash to take second with a 3-2 score. Third overall went to Andy Detient (Suz) who placed fourth and third while Scott Seeley (Suz) DNF round two after placing second in the first go 'round.

Results

PEE WEE: 1. Tim Stracner (Yam); 2. Matt Foster (Yam); 3. Tim Galatioto (Yam).
MINI BEG: 1. Steve Stewart (Yam); 2. Steve Ally (Yam); 3. Chris Dominquez (Yam).
MINI NOV: 1. Kevin Richey (Hon); 2. Danny Cantley (Kaw); 3. Michael Peters (Yam).
MINI INT: 1. Jason Prater (Yam); 2. Jeff Schaeffer (Kaw); 3. Jimmy Owen (Suz).
125 BEG: 1. Bruce Harcrow (Suz); 2. Pete Johnson (Hon); 3. Sam Wheeler (Suz).
125 NOV: 1. Jed Everson (Yam); 2. Kelly Bishop (Yam).
125 INT: 1. Toni Siracusa (Suz); 2. Jim Pearson (Suz); 3. Andy Detient (Suz).
125 PRO: 1. Randy Yetto (Suz); 2. Warren Bell (Suz).
250 BEG: 1. Randy Semics (Hon); Mark Shannon (Yam); 3. Jim McGrath (Yam).
250 NOV: 1. John Mitchell (Suz); 2. Dennis Boulware (Suz); 3. David Stewart (Yam).
250 INT: 1. David Clement (Yam); 2. Ron Lawson (Suz); 3. Dale Ream (Hon).
250 PRO: 1. Craig Gormley (Yam); 2. Mark Barnes (Yam); 3. Robbie Brand (Kaw).
OPEN NOV: 1. Pete Johnson (Hus); 2. Jeff Cramer (Yam).
OPEN PRO: 1. Rick Zobel (Kaw); 2. Eddie Michetti (C-A); 3. Tim Batzle (KTM).
VETS: 1. Buster Lawrence (Yam); 2. Ron Brehm (Yam); 3. Paul Wilde (Yam).

Earls holds court at Speedway 117 MX

By Rod Eschenburg

CHULA VISTA, CA, AUG. 20

Once again the Pros were conspicuous by their absence at Speedway 117's weekly Wednesday night Coca-Cola Championship series, but the Intermediates and the Juniors more than made up for the loss.

Biggie of the night had to be Tim Earls' two for two blast in the 125cc Juniors. While the Suzuki rider had to come from behind in both motos, once he got in front it was all over with runner-up spot going to Scott Bowman with a 2-3 effort over T & C Kawasaki rider David Crowson's 2-4. Crowson did gain two points on teammate Rodolfo Sevilla who was erratic with a 6-3 finish for the second spot in the 1980 Cole standings. The 125cc Junior class has seen 80 riders gain points this year.

Honda-mounted Chuck Kecskes continued his domination of the 250cc Juniors with two moto wins, but both were come from behind efforts as lots of riders had their chances but crashed or had troubles. Second went to Steve Bolger who ran a distance second in both motos. With Steve Hitt moving up to the Intermediates, the 500cc Junior class was up for grabs and indeed it was as Kim Baird (Suz) squeaked out a tie-breaker win over Maico-mounted Pete Boyd.

The "Jamul Hauler," Steve Hitt, made his debut into the Intermediate ranks a winning one as he took a 1-2 finish over second place point rider Craig Infeld who gained on the injury-idled "Rocket Ric" Mahlmeister for the Coke Championship. No problem for 250cc Intermediate point leader Mark Seymour (Holiday Hon) as his fourth place kept him well our front in the point race, but a real battle is shaping up for second place as second place rider Todd Leser broke out of second place tie with Richard Baugh who was third. The big change was by fourth place Coke point rider Rick Kenyon who grabbed the win and now is just six points out of second! In the 125cc Intermediates, early season point leader Jon Faure was (Alba Hon) regained the point lead over Tom Hanley (Pacific Beach Yam). Hanley had the win in the first moto as Faure fell and ended up third. Then in the second go-'round Hanley could not get going and Faure was long gone to the win with Chris Lamb in a second place tie-breaker over Keith Holbrook as Hanley staggered in for a fourth.

Only one Pro class worth mentioning: that being the 125s where Scott Meyer (Suz) took a three way tie-breaker over Tony "No Hands" Jones and Joaquin Picazo. It was a 3-1 for Meyer, 2-2 for Jones, and 1-3 for Picazo.

The ATCs continue to expand in numbers with great action in the modified division. The Open class went to Trick Trike rider Pery Thompson once again. but the big scene was the second place tie-breaker placing by Lisa Lippincott with a 4-2 go-round over Steve McHenry's 3-3 finish. Our congratulations to Lisa for the highest ever woman'a finish in the ATCs' history.

Results

125cc PRO: 1. Scott Meyer (Yam); 2. Tony Jones (Suz); 3. Joaquin Picazo (Yam).
500cc INT: 1. Steve Hitt (Suz); 2. Craig Infeld (Mai); 3. Jessie Santiago (Yam).
250cc INT: 1. Rick Kenyon (Yam); 2. Todd Leser (Suz); 3. Richard Baugh (Yam).
125cc INT: 1. Jon Faure (Hon); 2. Chris Lamb (Yam); 3. Keith Holbrook (Hon).
500cc JR: 1. Pete Boyd (Mai); 2. Kim Baird (Suz); 3. Tom DiDomenico (Suz).
250cc JR: 1. Chuck Kecskes (Hon); 2. Steve Bolger (Yam); 3. Dave Menard (Hon).
125cc JR: 1. Tim Earls (Suz); 2. Scott Bowman (Suz); 3. David Crowson (Kaw).
MINI INT: 1. John Conney (Yam); 2. Frank Brundage (Suz).
MINI JR: 1. Mike Gilmartin (Suz); 2. Mike Craig (Yam); 3. Tim Schoos (Hon).
PEE WEE: 1. Norman Gaumond (Suz); 2. Jamie Conney (Suz); 3. Sean Thorton (Suz).

ATC CLASSES
70cc STK: 1. Scott Putnam; 2. Kel Kasler.
110cc STK: 1. Dale Faustino; 2. Dave Cox; 3. Stacy Mitchell.
91cc-112cc MOD: 1. Tim Hoy; 2. Tom Gaian; 3. John Campos.
113cc-132cc MOD: 1. Tracy Dickson; 2. Michael Coe; 3. Davis Mueller.
OPEN HONDA: 1. Perry Thompson; 2. Lisa Lippincott; 3. Steve McHenry.
OPEN MOTORCYCLE ENGINES: 1. Don Graham (Yam); 2. Mario Cioe (Yam).

Northrup knocks out Corona

By Ron Lawson

CORONA, CA, AUG. 22

Honda of Pomona/DG rider Andy Northrup split wins with Can Am mounted Juan Benavidez last Friday night in Corona's 250cc Pro class and came out the winner. The first moto saw Northrup in the lead in the early laps, but Benavidez made his move on the third lap and took the win home. Northrup hung in there for second while Greg Zitterkopf (Mai) was third over Don Griewe (C-A) and Jim Snyder (Hon).

The second round saw mechanical troubles and crashes take out quite a few of the top runners. Griewe went down in the first turn and was out for the night, Benavidez dropped out after one lap, early leader Zitterkopf broke down and that left Snyder to try and hold back the Northrup express. But by lap four, Northrup was on top where he stayed all the way. Snyder was second for second overall while Jerry Ebling went 6-3 for third.

The best battle of the night was between Varney Holbrook (Al Baker Suz), Eddie Glover (Yam) and Warren Bell (Suz of Riverside) in the 125cc 'Pro class. Bell led all the way through the first race with Holbrook only inches away. Glover had trouble in that moto, but still managed to take a close third. In the next round the three riders were so close for several laps that the tinest mistake could have made all three go down. Bell did eventually lose it and dropped back to fourth while Holbrook took the win narrowly over Glover. The overall line-up was Holbrook, Glover, Bell, Dave Nealon (Yam) and Angel Montoya (Hon).

The starting gate had every spot taken when the 250cc Novice class got underway, making for a hairy first turn. But Scott 'Conaway (Yam) came out on top and led for four laps. After that it was Rick Vanderham (Yam) in front all the way to the checkered flag. Kevin Koeslag (Yam) was third ahead of Al King (Yam).

Conaway was again on top of the next race, but he dropped out on the second lap. That let Gilbert Leos lead for a while before Koeslag took over. Vanderham had gotten a poor start, but managed to cut his way up to second before the finish. Overfall, it was Vanderham, Koeslag, and 'Jeff Clark (Suz).

Results

MINI BEG: 1. Steve Stewart (Yam); 2. Cory Falter (Hon); 3. Dave Rogalia (Yam).
MINI BEG: 1. Tom Martinez (Suz); 2. Bill Bearoe (Kaw); 3. Gerry Latlimer (Kaw).
MINI NOV: 1. Terry Fowler (Yam); 2. Steve West (Suz); 3. Kevin Richey (Hon).
MINI INT: 1. Jason Rincon (Kaw); 2. Joe Rincon (Kaw); 3. Jason Prater (Yam).
100 BEG: 1. Steve Nixon (Suz); 2. Brett Grabil (Yam); 3. Adam Powell (Yam).
125 BEG: 1. Darin Maddox (Yam); 2. Kevin Bolton (Kaw); 3. Jim O'Bryan (Suz).
125 BEG: 1. Joe Rincon (Kaw); 2. Keith Chapman (Suz); 3. Bruce Harerow (Suz).
125 BEG: 1. Bob Hedeman (Hon); 2. John Pacewiczk (Suz); 3. Chuck Freeman (Kaw).
125 NOV: 1. Steve Sabatino (Suz); 2. Kit Palmer (Suz); 3. Jon Thomas (Hon).
125 NOV: 1. John Begin (Suz); 2. Pat Schreffler (Hon); 3. Robbie Lee (Suz).
125 INT: 1. Mike Word (Suz); 2. Scott Seeley (Suz); 3. Jack Scott (Yam).
125 INT: 1. Bill Clontz (Yam); 2. Gary Harris (Suz); 3. Brian Renshaw (Yam).
125 PRO: 1. Varney Holbrook (Suz); 2. Eddie Glover (Yam); 3. Warren Bell (Suz).
250 BEG: 1. Rick Hann (C-A); 2. Mark Lite (Yam); 3. Bob Greenstreet.
250 NOV: 1. Rick Vanderham (Yam); 2. Kevin Koeslag (Yam); 3. Jeff Clark (Suz).
250 INT: 1. Ken Campbell (C-A); 2. John Mazzacane (Yam); 3. Ron Lawson (Suz).
250 PRO: 1. Andy Northrup (Hon); 2. Jim Snyder (Hon); 3. Jerry Ebling (Kaw).
OPEN BEG: 1. Gary Trussell (Yam); 2. Jack Lemler (Yam); 3. Doug Clarkson (Yam).
OPEN NOV: 1. Verlin VanZee (Yam); 2. Mike Giannattasio (Yam); 3. Jeff Specht (Yam).
OPEN INT: 1. Wayne Martin (Hus); 2. Jim Speight (Yam); 3. Lee Scheffers (Yam).

Reisinger, Hansen tops at Saturday Saddleback

By Terry Whytal

ORANGE, CA, AUG. 23

Kawasaki rider Robert Reisinger debuted a new pre-production prototype Uni-Trak 420 at this week's Saturday Saddelback Motocross race and rode away with the Open Pro win. Reisinger's mount sported a redesigned shock with an aluminum body and extruded aluminum swingarm with triangulated strengthening ribs cast in.

Reisinger wasn't sure of the engine modifications Kawasaki had updated the new motor with but he commented, "It's pretty quick!" just before grabbing the first moto holeshot ahead of Yamaha rider Pete Snorteland. Snorteland was the only rider to stay close to Reisinger as the Kawasaki rider went wire to wire for the win.

Snorteland jumped into the early lead of the second Open Pro race as Reisinger got off to a slow start. Three laps into the race KX was pushing YZ and as a slower rider was being lapped by Snorteland on the outside, Reisinger dove to the inside and took over the lead. Following Reisinger and Snorteland to the checkers in both motos was Husky rider Bill Keefe and his strong showing gave him the third place overall position behind Snorteland.

Honda teamster Donnie Hansen lived up to his "Holeshot" nickname by roosting off the line and into a commanding lead halfway up the start hill both motos. Hansen's water-cooled factory Pro-Link probably was the fastest 250cc bike at the track but Hansen's lightning reflexes usually put him a wheel in front as the bikes cleared the starting gate. Although Hansen was never really challenged for the lead, Yamaha rider Tim Lunde kept the race interesting as he chased the factory rider and even pulled within striking distance a few times. The battle for third behind Lunde and Hansen featured the closest racing as Yamaha riders Andy Guth and Steve Banning and Kawasaki-mounted Matt Devich all battled for the show position with Devich finishing third in moto one and Banning taking the checkers behind Lunde in moto two. Guth was the consistent one, however, and his back to back fourth place finishes netted him the third place money for the day.

Rik Neilson piloted his Yamaha to victory in the 125cc Pro class. Neilsen won both motos ahead of Honda rider Jerry Shore who went home with the runner-up money. Yamaha rider Dan Walker held off strong challenges from the pack as he rode to the third place overall.

Maico rider Jim Beltinck dominated the Old Timers Masters class with strong starts and even stronger finishes as he opened up big leads in both motos. Following Beltinck to the checkers was Honda rider Marvin Olson who posted the runner-up spot in both races and Marshall Jennings put his Honda into third place at the flag.

Results

OPEN PRO: 1. Robert Reisinger (Kaw); 2. Pete Snorteland (Yam); 2. Bill Keefe (Hus).

250 PRO: 1. Donnie Hansen (Hon); 2. Tim Lunde (Yam); 3. Andy Guth (Yam).

125cc PRO: 1. Rik Neilsen (Yam); 2. Jerry Shore (Hon); 3. Dan Walker (Yam).

OLD TIMERS MASTERS: 1. Jim Beltinck (Mai); 2. Marvin Olson (Hon); 3. Marshall Jennings (Hon).

OLD TIMERS EX: 1. Robert Bardyck (Mai); 2. Cal Browning (C-A).

OLD TIMES AM: 1. John Said (Mai); 2. Bob Alloy (Yam); 3. Al Satterla (Mai).

OPEN INT: 1. Bob Casper (Yam); 2. Greg Painter (Mai); 3. Larry Flint (Yam).

250cc INT: 1. Todd Bausch (Suz); 2. Chuck Warren (Yam); 3. Rich Guthridge (Hon).

125cc INT: 1. Alan Coats (Yam); 2. Dennis Hulen (Yam); 3. Scott Davis (Hon).

OPEN NOV: 1. Geroge Wagner (Yam); 2. Grant Palenske (DMG); 3. Scot Paul (KTM).

VET: 1. B. Costa (KTM); 2. Tom White (Suz); 3. Jody Weisel (Mai).

125cc NOV: 1. Mathias Nick (Yam); 2. Jose Hernandez (Hon); 3. Eric Alloy (Yam).

OPEN BEG: 1. Allen Lane (Suz); 2. Richrd Kozar (Suz).

250cc BEG: 1. Dale Hirsch (Hon); 2. Bruce Cirswell (Yam); 3. Clark Denny (Hon).

125 BEG: 1. Brian Finmark (Hon); 2. Ed Merete (Yam); 3. David Mayberry (Yam).

Storer storms CMMC Barona Oaks MX

By Rod Eschenburg

SAN DIEGO, CA, AUG. 17

Kawasaki Motor Corp, rider Sam Storer unveiled the 1981 "Meanie Greenies" at Barona Oaks and swept both the Modified Expert Minis and the Special 105cc Minis, with only a flat tire in the second moto of the Stocks depriving him of a six for six day.

The Stock Experts went to Kenny Dunlap on his Seer-Maxima Suzuki with a 2-2 effort over the 1-4 go of Storer, but the real story was the third place by Yamaha Motor Corp. rider Ronnie Lechien. Lechien, who banged up his leg at Lake Whitney, TX, and did not get to ride in the NMA Grand Nationals, was supposed to "take a couple of laps for points," did what he was told in the first moto for fifth. Then came the second round and it's just like normal — Storer, Lechien and Dunlap in a blanket race! Well, they were running in each other's hip pocket and Ronnie's dad, Dick, was frantically signaling a slow down and his mom, Pat, was in shock, but all of a sudden Lechien was in the lead! Lechien finally got the hint from "ole dad" and dropped to third just as Storer had the flat. Then Dunlap seemed to have trouble going fast and Lechien was back in the lead! So Dunlap took the win from Storer and Lechien got more points than he bargained for with a third overall. This Expert point battle is going to go to the very end this year as Dunlap and Storer are vertually deadlocked for first with Lechien not out of it in third.

With Barona Oaks 125cc king David McGheee on vacation after setting a "fall down" record at Ponca City, the 125cc Expert class was wide open, and new Experts Steve Hitt and David Hopwood gave the fans some

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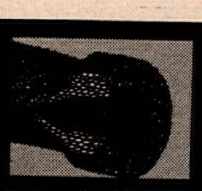

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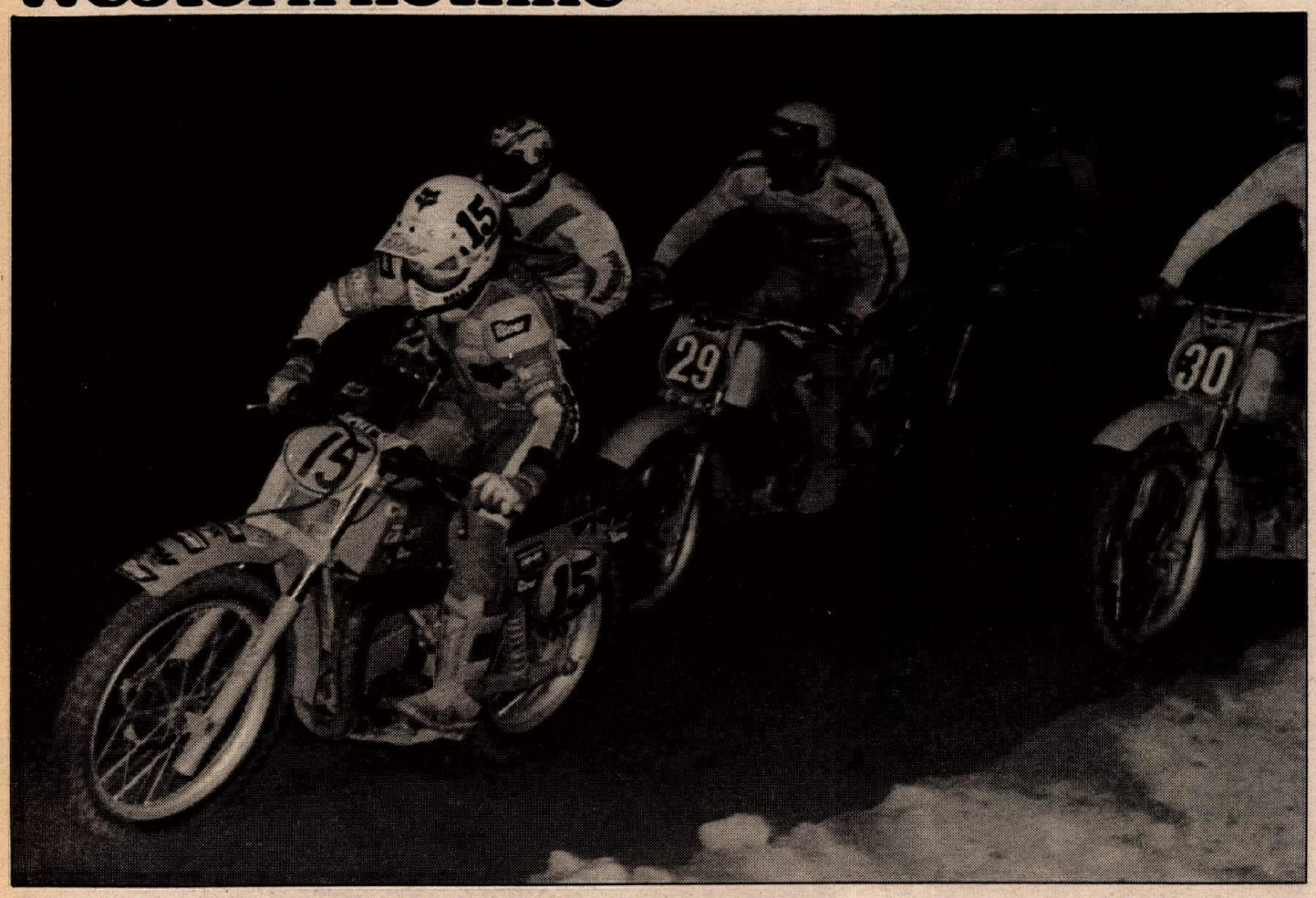

Ken Campbell leads a DeAnza 250cc Intermediate start. Pat Weber (29) won.

real fine racing with Hitt going two for two in the Stock class with a very smooth Tim Hale in second, and Hopwood taking the Modifieds on his Mugen with a 1-2 effort over the erratic Hitt's 4-1. In both divisions, Mike Monsegur took third.

Returning to the Minis, with lots of new riders moving into the 12- to 16-year-old Intermediate division, some excellent racing was seen in both the Stock and Modifieds. Two riders who started the year as Beginners had the crowd on their feet with Kawasaki rider Mark Scott taking the Modifieds over another first year rider, Suzuki-mounted Mitch Palmer and then losing a tie-breaker in the Stocks to another freshman racer, Mike Gilmartin (Suzuki).

Bobby Vrhel, on the Vrhel Inc. Yamahas, swept both the Stock and Modified 125cc Novices with a four for four blast leaving second in the Stocks for John Phillips' 5-3 tie-breaker over Joe Iavelle and second for new motorcycle racer Chris Shaw in the Modifieds.

Results

MINICYCLE CLASSES
STK EX: 1. Kenny Dunlap (Suz); 2. Sam Storer (Kaw); 3. Ronnie Lechien (Yam).
MOD EX: 1. Sam Storer (Kaw); 2. Mike Fisher (Kaw); 3. Chris Swift (Yam).
105cc MINIS: 1. Sam Storer (Kaw); 2. Kenny Dunlap (Suz); 3. Chris Swift (Yam).
STK INT (12-16): 1. Mike Gilmartin (Suz); 2. Mark Scott (Kaw); 3. Jeff McCoy (Suz).
MOD INT (12-16): 1. Mark Scott (Kaw); 2. Mitch Palmer (Suz); 3. Mike Gilmartin (Suz).
STK NOV (12-16): 1. Bryan Powell (Kaw); 2. Jimmy Palmer (Yam); 3. Steve Stewart (Yam).
MOD NOV (12-16): 1. Kevin Nolan (Kaw); 2. Robbie Buchanan (Suz); 3. Eric Dickerhoff (Kaw).
STK INT (9-11): 1. John Conney (Yam); 2. John Flores (Suz); 3. Brad Johnson (Yam).
STK NOV (9-11): 1. Michael Craig (Yam); 2. Rick Flores (Suz); 3. Paul Cortez (Yam).
BEG (12-16): 1. Rod Robinson (Kaw); 2. Randy Wolford (Kaw); 3. Gil Ward (Hon).
BEG (9-11): 1. Anthony Gorin (Suz); 2. Matt Browne (Hon); 3. Aaron Dunham (Suz).
MOTORCYCLE CLASSES
STK 125cc EX: 1. Steve Hitt (Suz); 2. Tim Hale (Suz); 3. Mike Monsegur (Suz).
MOD 125cc EX: 1. David Hopwood (Mug); 2. Steve Hitt (Suz); 3. Mike Monsegur (Suz).
STK 125cc INT: 1. Arnie Lemon (Yam); 2. Don Seay (Suz); 3. Rich Smith (Suz).
MOD 125cc INT: 1. Mike Dodge (Yam); 2. Arni Lemon (Yam); 3. Kerri Paulsen (Suz).
STK 125cc NOV: 1. Bobby Vrhel (Yam); 2. John Phillips (Kaw); 3. Joe Iavelli.
MOD 125cc NOV: 1. Bobby Vrhel (Yam); 2. Chris Shaw (Suz); 3. Ron Yonakura (Suz).
STK 100cc NOV: 1. Mike Schuringa (Yam); 2. Scott Richeson (Yam); 3. Joey Cortez (Yam).
JUNIOR CLASSES
STK (9-11): 1. Brad Johnson (Yam); 2. Steve Hale (Suz); 3. Matt Browne (Suz).
MOD (9-11): 1. Brad Johnson (Yam); 2. Steve Hale (Suz).
STK (0-8): 1. Jamie Conney (Yam); 2. Robbie Avilla (Suz); 3. Dennis Dahlin (Suz).
MOD (0-8): 1. Jamie Conney (Yam); 2. Shane Spencer (Suz).
STK PEE WEE: 1. Sean Thornton (Suz); 2. Dennis Dahlin (Ital); 3. P.J. Larkin (Suz).
MOD PEE WEE: 1. Jamie Conney (Suz); 2. Sean Thornton (Suz).

Cool crowd at DeAnza

By Ron Lawson

SUNNYMEAD, CA, AUG. 17

TNT Maico pilot Greg Zitterkopf finally took the double moto win at DeAnza Cycle Park which has eluded him for quite some time.

It was the coolest Sunday of the summer so far, letting everyone race a little harder, but it was Zitterkopf alone who dominated the 250cc Pro class through both motos.

Keith Dysert of Pomona Valley Kawasaki held down second place in moto one, but he was recieving severe pressure from Suzuki of Riverside's Jon Friesen (C-A) in the early laps. Friesen eventually went down, leaving Fred Combs (P.V. Kaw) to take third.

In round two, Combs led for several laps before Zitterkopf shot by. The lead actually went back into the hands of Combs just before the halfway mark when Zitterkopf got out of shape on a steep uphill and had to walk his bike to the top before getting back up to speed. Combs went flying by, but was repassed one lap later. Then it was Combs' turn to slip up and he fell in a turn and allowed both Dysert and Danny Burtt to get by him. They finished in that order and overall it read Zitterkopf, Dysert, Burtt and Combs.

On the Pee Wee scene it was Tim Galatioto (Yam) who stole the show. He walked away from both motos, leaving Jason Collier and his Seven-Eleven Yamaha to take second. Third place in both motos went to Mad Matt Foster (Yam) over Wesley Klein (Yam) while Christopher Lowen (Yam) and Kim Robertson (Suz) traded fifth and sixth with Lowen coming out ahead in the tie-breaking second round.

In the Mini Intermediate class, Terry Fowler took both rounds riding for Summit Porsche on his Yamaha. Rich Galatioto (Suz) went 3-2 for second over Rincon Kawasaki rider Jeff Schaeffer's 2-3 score. Taking fourth in both rounds was Leonard Robertson (Suz).

Timonthy Jasper put in the hottest ride of the 250cc Novice class. He led his class through every lap of both motos on his High Desert Kawasaki. Victor Nunez (Yam) put his Yamaha in second in both rounds while John Mitchell (Suz) went 4-3 for third place brass.

Taking the Open Novice class once again was Mark Sullivan (Suz). Sullivan smoked both motos while Mike Taylor, who hasn't ridden motocross in two years, put in a good ride for second on his Ray Arnold-sponsored Yamaha.

Results

PEE WEE: 1. Tim Galatioto (Yam); 2. Jason Collier (Yam); 3. Matt Foster (Yam).
MINI BEG: 1. Steve Ally (Yam); 2. Chris Dominguez (Yam); 3. Darin Aldridger (Yam).
MINI NOV: 1. Kevin Richey (Hon); 2. Danny Cantley (Kaw); 3. Thomas Cambs (Kaw).
MINI INT: 1. Terry Fowler (Yam); 2. Rich Galatioto (Suz); 3. Jeff Schaeffer (Kaw).
100 BEG: 1. Courtney Conklin; 2. Brad Beltinck (Yam).
125 BEG: 1. Todd Hooper (Yam); 2. Kevin Hare (Yam); 3. Brad Scott (Yam).
125 NOV: 1. Scott Amy (Yam); 2. Chuck Brinkley (Kaw); 3. Siemon Volkoy (Yam).
125 INT: 1. Mark Clark (Yam); 2. Chip Vogel (Yam); 3. Mike Schenyder (Yam).
125 PRO: 1. Dave Eropkin (Suz); 2. Rick Rodgers (Kaw); 3. Dan Paulson (Yam).
250 BEG: 1. Ken Carlson (Yam); 2. Randy Semies (Hon); 3. Mark Shannon (Yam).
250 NOV: 1. Timothy Jasper (Kaw); 2. Victor Nunez (Yam); 3. John Mitchell (Suz).
250 INT: 1. George Jackman (Yam); 2. Pete Vetrano (Suz); 3. Burch Peick (Yam).
250 PRO: 1. Greg Zitterkopf (Mai); 2. Keith Dysert (Kaw); 3. Danny Burtt (C-A).
OPEN NOV: 1. Mark Sullivan (Suz); 2. Mike Taylor (Yam); 3. Jeff Cramer (Yam).
OPEN PRO: 1. Dane Nigerlgtory (Kaw); 2. Rollie Smith (Hus).
VETS SR: 1. Ron Brehm (Yam); 2. Jim Beltinck (Mai); 3. Buster Lawrence (Yam).
VETS BEG: 1. Ray Arnold (Yam); 2. Bill Mitchell (yam).

Weber whips Corona MX

By Ron Lawson

CORONA, CA, AUG. 15

Allied Suzuki rider Pat Weber has been the terror of the 250cc Intermediate class at several race tracks over the last few weeks.

Last Friday he added another Corona victory to his winning streak with a 1-2 score.

In the first moto he was in the lead all the way with only Mike Blake (Hon) to keep him company. Blake pressured Weber in the early laps, but he overshot a turn and that almost cost him second place with Ken Campbell (C-A) gaining valuable time.

In round two it was Campbell on top all the way while Weber sat in second. Blake came off the line in the middle of the pack, but soon caught up to the leaders. They finished like that with Weber getting the overall, Campbell second and Blake third.

The Pro classes were just reruns of previous weeks. Rex Staten (Yam) took the 250s again while Juan Benavidez (Yam) and Andy Northrup once more tried to topple him without success. And in the 125s it was Troy Leee and his KTM duplicating last week's performance. Second place in the 125cc class went to Brent Blount (Yam) in both rounds while Eddie Glover (Yam) played third.

Turning back to the Intermediate ranks, 125cc division one saw Brian Tripp (Yam) follow Fred DeVris (Yam) through the first moto turn one and then jump into the lead. Gary Clark (Yam) eventually moved into second, but he couldn't quite catch Tripp. In the next race, Tripp and Clark traded the lead several times, but Tripp was on top when it counted. Taking third in that round and third overall was Mike Word (Suz).

Craig Cable (Yam) took both rounds of division two, leading every lap except one. Chip Vogel (Yam) held off Cable early in the second moto, but he eventually gave in. Third place brass was given to Gary Harris (Suz) with a 2-5 score.

Rick Vanderham (Yam) had the top score in the 250cc Novice class at 2-1. Doug Dave won the first moto, but had to be satisfied with a fourth in round two for second overall. Dennis Parton (Yam) got two thirds for third in the final tally.

Results

MINI BEG: 1. Tom Martinez (Suz); 2. Bill Bearse (Kaw); 3. David Hollenkamp (Suz).
MINI BEG: 1. Joe Clausi (Kaw); 2. Richie Hovis (Yam); 3. Shawn Davidson (Yam).
MINI NOV: 1. Kevin Richey (Hon); 2. Eric Bellwood (Yam); 3. Scott Young (Yam).
MINI INT: 1. Jeff Schaeffer (Kaw); 2. Glen Clark (Yam); 3. Dan Hammack (Suz).
100 BEG: 1. John Bonacci (Yam); 2. Greg Kopp (Yam); 3. Adam Powell (Yam).
125 BEG: 1. Mark Brown (Suz); 2. Bob Hooper (Yam); 3. Gary Hart (Suz).
125 BEG: 1. Bry Harrow (Suz); 2. Todd Lindsley (Suz); 3. John Gable (Suz).
125 BEG: 1. Bob Hedeman (Hon); 2. Kevin Bolton (Kaw); 3. Gus Kopp (Yam).
125 NOV: 1. Steve Sabatino (Suz); 2. Jim Denham (Suz); 3. Jerry Forde (Yam).
125 NOV: 1. Sean Corcoran (Suz); 2. Lane Steeber (Hon); 3. Kit Palmer (Suz).
125 INT: 1. Brian Tripp (Yam); 2. Gary Clark (Yam); 3. Mike Word (Suz).
125 INT: 1. Craig Cable (Yam); 2. Chip Vogel (Yam); 3. Gary Harris (Suz).
125 PRO: 1. Troy Lee (KTM); 2. Brent Blount (Yam); 3. Eddie Glover (Yam).
250 BEG: 1. Bill Scott (Yam); 2. Kerry Edwards (Kaw); 3. Steve Adamson (Suz).
250 BEG: 1. Jim Weidler (C-A); 2. Rick Hahn (C-A); 3. Wayne Posey (Hon).
250 NOV: 1. Rick Vanderham (Yam); 2. Doug Dave; 3. Dennis Parton (Yam).
250 INT: 1. Pat Weber (Suz); 2. Ken Campbell (C-A); 3. Mike Blake (Hon).
250 PRO: 1. Rex Staten (Yam); 2. Andy Northrup (Hon); 3. Don Griewe (C-A).
OPEN BEG: 1. Mark Reeder (Yam); 2. Drue Kelly (Hon); 3. Clay Bintz (Hus).
OPEN NOV: 1. Don Synder (Yam); 2. Bill Novack (Yam); 3. D.A. Davidson (Hus).

Baker cooks at SRA GP

By Sue Senn

ORANGE, CA, AUG. 10

The hottest name in grand prix racing at this time is Mike Baker. Baker is winning every race he enters and for the first time in his racing career, Craig Adams is discovering how it feels to take second.

At the Southland Racing Association's Saddleback GP, Baker (Yam) and Adams (KTM) put on a spectacular side by side in the 250cc race.

Adams had a slight edge from lap one going into the sixth of eight laps. The seven mile course, which was dusty and tight, wound around into the Saddleback cliffs, through a sand wash then up and down a few hills into a big bowl at the finish. Starting the seventh lap, Craig was leading through the bowl with Mike right on his tail. As they came upon heavy traffic of about-to-be-lapped Beginners, Craig took the inside and Mike swung out. The traffic moved in, cutting Craig off and Mike took the lead becoming untouchable for the last two laps.

Behind the dynamic duo, Danny Sanchez was leading a tight pack consisting of Dave Wentz, Karl Davis, Warren Barr, Mark Zoller, Don Miller and Steve Blakely. Davis, Barr and Blakely went down, leaving the top Experts finishing in the above order.

Top Amateurs were Fred Strong, Marty Gomez and Charles Montilepre. Novice honors went to Kenny Guyett, Don Kirk and Rob Hall. Bill Lunda claimed an easy first Beginner followed by Lee Patten, Michael Zepeda and Ian McCafferty.

Lynn McGraw (Yam) who rides for Rustan Products, enjoyed a few laps of dicing with Bryon Farnsworth (Yam) before moving out alone and leaving the battle to his fellow Seniors, Farnsworth, Lars Larsson (Hus), Charlie Conway (KTM), Don Mardon, the legendary "Feets" Minert (BSA) and Vern Heth (Yam). Minert and Heth went down but the top Open Experts finished as above.

First Amateur, sixth overall went to a 125cc Yamaha ridden by the remarkable Gary Little. Steve Bigler (Yam) claimed first 250cc while Rick Hobbs and Joel Parker took second and third Amateur. First Novice was easily won by another 125cc Yamaha. This one was ridden by East/West member, Cliff Stevens. "Magic Man" Mark Fleming was second Novice followed by Jack McCafferty. Top Beginners were all on Open bikes: Jim Haye, Cliff Barak and Jim Luallin. At the end of the day, the smiling McGraw said he was pleased with his win but his big treat was watching his 19-year-old daughter Wendy take first girl in the 200cc class.

The Open race closely resembled the 250 race as it again featured the dynamic duo of Baker and Adams. Only this time they were joined by green clad Kawasaki rider Mark Asbury. The three had a tremendous lead over the pack of Paul Huffman, (KTM), Lars Larsson (Hus), Rusty Clarke (Hus), Mike Drown and Robert Pfetzing (Yam). Pfetzing is the number one plate holder in the 200cc class and made this ride on a two year old stock Yamaha just for fun. Huffman went out, leaving an exciting

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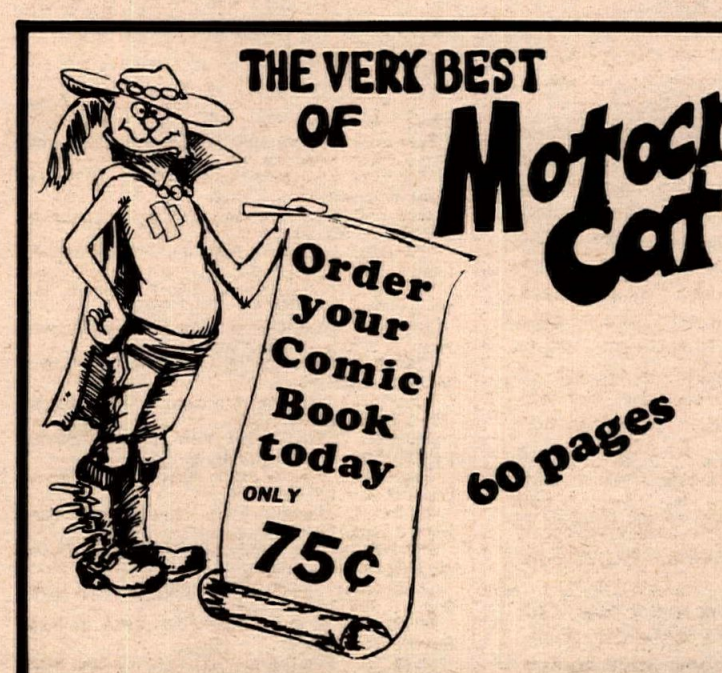

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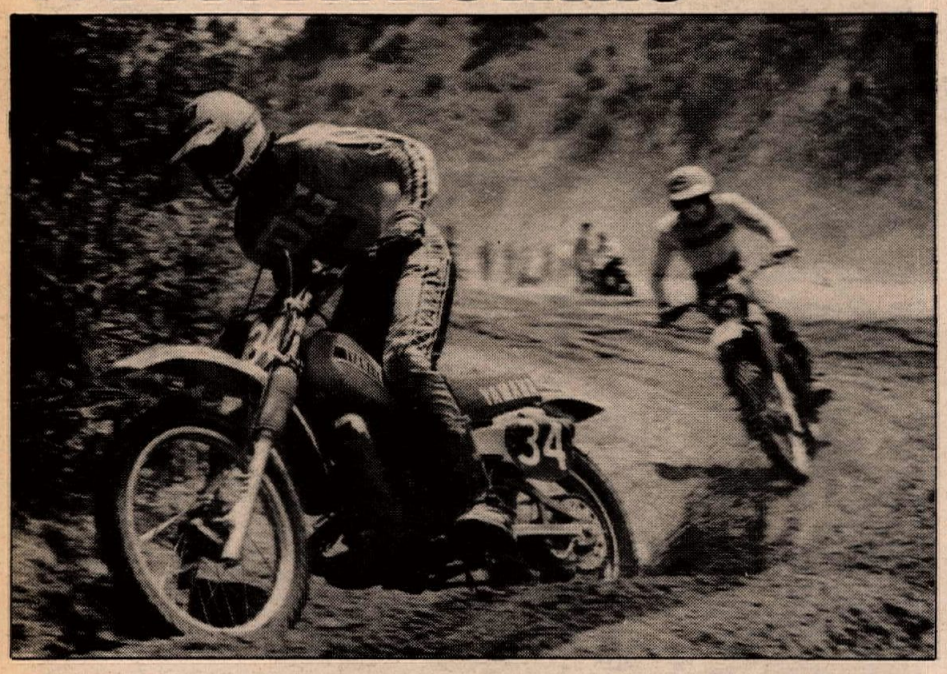

Pete Snorteland took both Open Pro motos at CRC's San Diego qualifier.

battle between Expert Larsson and Amateur Clarke for fourth.

The final break down was Experts: Baker, Adams and Asbury; Amateurs: Clarke, Drown and Charles Sanner. Novices were Mike Parsons, Dave Mock and Ralph Thornburg. Top Beginners were Doug Young, Shaun Devlin and James Zenely.

Seventeen-year-old Bill Holmes, who rides his Husky for the White Cloud Ranch of Malibu, took the 81-200cc class lead on the first lap and that's where he stayed while his competition dropped like flies trying to catch him. On the first lap it was Experts Holmes, Mark Heth (Yam), Dave Wentz (Yam), and Steve Braseny. Next came the Amateurs, Danny Bartholomew, Kevin Senn (Yam), Matt Briggs and Kevin Case (Yam). On the second lap, Holmes and Heth were opening the lead with Senn closing in on Wentz. On the third lap Holmes came around alone with a tremendous lead over Braseny. The course had eliminated Heth, Wentz, Senn and Bartholomew. At this point, a spectator held up a sign telling Holmes he had a four-minute lead. Holmes' win was dampened when he learned Heth suffered a severe leg injury. Braseny took second while third overall went to Novice Jon Speight. Top Amateurs were Robert Miller, Matt Briggs and Kevin Case. Second and third Novices were Doug Young and John Esposito. Top Beginners were Mike Bigler, Mark Jeppson and Joel Proffirt.

Wendy McGraw, Lynn McGraw's daughter, made an exceptional showing and finished first girl. Rose McKenna and Jeannette Fisher took second and third in the female class.

Novice Jerry Booth, who rides under the nickname Peg Leg, probably made many spectators and riders question their eyesight. Jerry, who lost a leg in an electrical accident several years ago, rode this race without his leg and it was quite a shock to see a one legged rider go flying over jumps and even passing competition in the process.

The mighty Minis finalized the day's events and 13-year-old Dave Trager, riding for Bellflower Yamaha, claimed the overall followed by fellow Amateur Shannon Shamblin. Fifteen-year-old Tom Gamar claimed third overall, first Novice while the 13-year-old Experts Keith Senn and Barry Crawford took fourth and fifth. Ray Amey took sixth, second Novice and Beginner honors went to Travis Allison, Shawn Burrell, Mike Hallahan and Don Hobbs.

Benavidez blasts OCIR MX

By Tom Corley

IRVINE, CA, AUG. 21

There's a whole new crowd of people coming into the Pro class racing. This really improved racing tonight at OCIR. Mickey Dymond was walking all over the 125 and 500cc Intermediate class riders but now he is a Pro. Gary Lower was also one of the best in the 250cc Intermediate class and now he is battling the 250 Pros.

Lower got the holeshot in the first moto of the 250cc Pro race and led the more experienced racers for a couple of laps. Juan Benavidez soon took his Can-Am to the lead and kept the pack behind him for the rest of the moto. Dave Behlings hung in third place. Lower soared out ahead in the final moto once again. His lead lasted very briefly and then Mark Howard got the lead and Lower dropped way back. Benavidez gassed it on by Howard on the seventh lap and he took the lead again, riding the only bike that was not Yamaha. His Can-Am did the best though and on the payoff list it was Benavidez, Howard, Behlings and Lower.

Scott Cavness races a big Suzuki 400 and seems to have this track pretty well wired. Cavness came through with the win in each moto and this gave him the overall win and the bucks. Mickey Dymond looked sharp on his Maico and ended up with a 3-2 score which gave him second overall in front of Paul Sedler on a Husky.

Doug Rand is really getting serious. He can be found racing here every Thursday, as well as at Saddleback Park. Rand is no longer a mid-pack racer and he handled the 500cc Novice class by taking two first place wins. Don Stanley came the closest to him and controlled second place the whole time. The overall finishers were Rand, Stanley, Mike Parker, Eric Ewers and Randy Minter.

Results

50 BEG: 1. Matt Foster (Yam); 2. Jason Collier (Yam).
60 BEG: 1. Rich Thorwaldson (Suz); 2. Bubba Erickson (Suz).
60 NOV/INT: 1. Newton Acevedo (Suz); 2. Bob Headworth (Yam).
MINI BEG DIV 1: 1. Chuck Kaufman (Yam); 2. Craig Canoy (Suz); 3. Roy Watkins (Kaw).
MINI BEG DIV 2: 1. Greg Armstrong (Kaw); 2. Lee Beaver (Yam); 3. Kenny Collier (Kaw).
MINI NOV: 1. David Perry (Suz); 2. Donny Fish (Hon); 3. Mik Lieber (Yam).
MINI INT: 1. Jeff Schaeffer (Kaw); 2. Randy Skinner (Hon); 3. Dempsey Stocker (Hon).
MINI EX: 1. Sam Storer (Kaw).
100 BEG: 1. John Bonacci (Yam); 2. Brad Kelly (Yam); 3. Bob Graham (Suz).
125 BEG DIV 1: 1. Bill Clemson (Yam); 2. Gary Renko (Suz); 3. Paul Pontius (Suz).
125 BEG DIV 2: 1. Kerry Sorensen (Yam); 2. Mark Peppers (Kaw); 3. John Wright (Suz).
125 BEG DIV 3: 1. Ken Morton (Suz); 2. Dan Thomas (Yam); 3. David Blehm.
125 NOV DIV 1: 1. Ryan Roberts (Hon); 2. Bill Thiebert (Kaw); 3. Greg Bender (Yam).
125 NOV DIV 2: 1. Don Myron (Suz); 2. Mike Martin (Suz); 3. Alan Peck (Suz).
125 INT: 1. Taylor Marcell (Kaw); 2. Dee Tryon (Suz); 3. Rob Weaver (Suz).
250 BEG: 1. Michael Novratil (Hon); 2. Jim Pelleriti (Mai); 3. Don Doull (Yam).
250 NOV: 1. Randy Moos (Yam); 2. Craig Hammer (KTM); 3. Paul Fitzgibbon (Yam).
250 INT: 1. Bret Hester (Yam); 2. Mike Jackson (Yam); 3. Bill Boyer (Hon).
250 PRO: 1. Juan Benavidez (C-A); 2. Mark Howard (Yam); 3. David Behlings (Yam).
500 BEG: 1. Bruce Prall (Yam); 2. John Case (Suz); 3. Dan Salazar (KTM).
500 NOV: 1. Doug Rand (Yam); 2. Don Stanley (Yam); 3. Michael Parker (Hus).
500 INT: 1. Bob Casper (Yam); 2. Larry White (Mai).
500 PRO: 1. Scott Cavness (Suz); 2. Mickey Dymond (Mai); 3. Paul Sedler (Hus).

Kehoe captures CRC San Diego qualifier

By Nanette Marie

VALENCIA, CA, AUG. 17

Over 400 rider showed up at Indian Dunes Sunday for the California Racing Club's first qualifying round for the San Diego Stadium Amateur Supercross Championships, and despite big Pro purses elsewhere, there was a very good turnout in the money classes, where the riders competed for 100% payback.

The biggest Pro class of the day was the 250s, with 25 riders. In round one, Yamaha-mounted Bill Ouellette grabbed the lead quickly, and put together one of the finest rides he's had all year. From the beginning of the moto, Ouellette rode smoothly and consistently, all the time pulling away from Bobby Kline. Kline had gotten off the line back in 10th place, and every lap he steadily picked his way through the front runners until he reached second three-quarters of the way through the moto. By that time, Ouellette was too far out front, and cruised on across for the moto victory, while Kline trailed in second, Todd Clark took third, and Rod Richardson and Robbie Brand rounded out the top five.

DG/Premier Yamaha-sponsored Pete Snorteland got the holeshot in the second moto, with Ouellette and Kline on his heels. In the first lap, Kline got off hard and dropped way back outside the top 20, and lost any possibilities for a shot at any money. Snorteland had suffered bike problems in the first moto and had only taken 24th, so no matter how well he finished in this moto, all Ouelette had to do was roll around in second behind him to take the overall victory. The leading duo pulled away from a battle for third between Todd Clark and Mike Shoemaker, but after Shoemaker took over third he began to reel in Ouellette and Snorteland. Time ran out before any of the top three could advance any farther, and the order of finish was Snorteland, Ouellette, Shoemaker, Clark and Andy Segale. Overall Ouellette took top honors, with Clark second, Shoemaker third with his 6-3 tally, Rod Richardson fourth at 4-7, and Andy Segale (8-5) fifth.

In the 125cc Pro class, Yamaha's Erik Kehoe flat roosted all over the competition with a pair of runaway wins and the overall. In moto one, Kehoe took the holeshot and ran off and hid, half a minute ahead of the runner-up. Ted Brady got off the line in second, and spent the entire moto there, but was unable to keep pace with Kehoe. The rider who was working the hardest in the pack was International Yamaha's John Whelchel, who was on a stock 125, with jetting problems and way down on power. He rode it all out and took third at the checkers behind Kehoe and Brady, while John Langhammer and Willy Simons rounded out the top five.

Moto two saw Kehoe take another holeshot and ride it all the way to the checkers, but this time with not such a huge lead. Simons and Brady battled for second for the first half of the moto, while Whelchel scooped out the dice for fourth. Simons stuck his DG/Leckich water-cooled Simi Cycles Yamaha into second, and held on for a few laps until Whelchel slipped by both Brady and Simons to take over second. Brady followed Whelchel by Simons, and began to trade positions with Whelchel for two laps, until Whelchel pulled out to a comfortable margin. When the checkers came out it was Kehoe first, Whelchel second, Brady third, Simons fourth and Darrel Francis fifth. The overall order was the same.

The smallest of the Pro classes was the 500s, and the rider who proved too much for the class was Pete Snorteland. Snorteland got off into first right from the start of the first moto, and throughout the race pulled out to a very comfortable lead. By the checkered flag, he rolled across way ahead of runner-up Mike Shoemaker, who had to battle back from a poor start past Rob Rollins, Bob Schulz and Steve Hutchens.

Round two was another runaway for Snorteland, as he went wire-to-wire for the overall victory. Hutchens got off in second early, with Schulz and Rollins right behind. Shoemaker suffered bike failure and took a DNF, which knocked him out of overall contention, and left the door open for a three-way battle for second. Rollins proved to be the fastest of the trio as he slipped past Hutchens first, then Schulz followed. From there the order stayed put, and as they crossed the line, the moto and overall order was Snorteland, Rollins, Schulz, Hutchens and Brian Vargus.

Results

60 NOV: Ronnie Densford (Yam).
60 INT: Shane Trittler (Yam).
60 EX: 1. Kyle Lewis (Yam); 2. Eddie Hicks (Yam).
MINI BEG: 1. Jim Spotts (Suz); 2. Tony Alessi (Yam); 3. David Couch (Suz).
100 BEG: 1. Johnny Bonacli (Yam); 2. Jeff Hall (Suz); 3. Dazzlin' Dean (Suz).
100 NOV: 1. Peter Csulak (Suz); 2. Herman Loniza (Suz); 3. John Peters (Suz).
100 INT: 1. Zoli Meszaros (Yam); 2. Rick Hough-\taling (Suz); 3. Tom Stout (Yam).
100 EX: 1. Jack Greenberg (Suz).
MINI NOV: 1. Stagg Summers (Yam); 2. Richard Fleming (Yam); 3. Chris Wallis (Yam).
MINI INT: 1. Rudy Dickinson (Suz); 2. Bob Siman (Yam); 3. Alan Lippie (Yam).
MINI EX: 1. Rick Hemone (Suz); 2. Robert Laughling (Yam); 3. Johnny Kight (Yam).
125 PRO: 1. Erik Kehoe (Yam); 2. John Whelchel (Yam); 3. Ted Brady (Yam).
125 INT DIV I: 1. Mark Meredith (Yam); 2. Gary Reichenbach (Yam); 3. Bruce Maynor (Hon).
125 INT DIV II: 1. Mike Nishita (Hon); 2. Todd Bronscard (Yam); 3. John Blood (Hon).
125 NOV DIV I: 1. Ross Hahn (Mug); 2. Andy Kaplan (Suz); 3. Mike Wolfe (C-A).
125 NOV DIV II: 1. Robbi Querfurth (Suz); 2. Nick Mathias (Yam); 3. Jody Johnson (Suz).
CRC VETS JR: 1. Bill Marsh (Yam); 2. Bo Ingram (Yam); 3. Bob Denman (Yam).
CRC VETS INT: 1. Jerry Jobe (Mai); 2. Jerry Johnson (Yam); 3. Asker Larnkjaer (Suz).
CRC VETS SR: 1. Al Stinebaugh (Suz); 2. Gary Willison (Mai); 3. Steve Oglesby (Mai).
125 BEG DIV I: 1. Ronnie Stewart; 2. Brian Bates (Yam); 3. Ted Cordis (Suz).
125 BEG DIV II: 1. Steve Hainline (Hon); 2. Joel Swillada (Hon); 3. Steve Adamson (Suz).
OPEN INT: 1. Scott Kile (Mai); 2. Tom Bice (Hus); 3. Steve Zoumaras (Yam).
OPEN PRO: 1. Pete Snorteland (Yam); 2. Rob Rollins (Yam); 3. Bob Schulz (Yam).
OPEN BEG: 1. Dan Sollinger (Suz); 2. Buck Wheat Lange; 3. John Lawrence (Mai).
OPEN NOV: 1. Ray Bibbs (Kaw); 2. Greg Thomas (Yam); 3. Butch Baum (Hon).
250 PRO: 1. Bill Ouellette (Yam); 2. Todd Clark (Yam); 3. Mike Shoemaker (Yam).
250 INT: 1. Andy Meszaros (Yam); 2. Bill Harry (Yam); 3. Mark Adamson (Suz).
250 NOV DIV I: 1. Bob Carpenter (Yam); 2. Don Rager (Hon); 3. Vince Friedl (Suz).

250 NOV DIV II: 1. Tim Wilson (Suz); 2. Craig Stanton (Yam); 3. Dan McNulty.
250 BEG: 1. Dan Sallinger; 2. Harry Vatland (Hon); 3. Jack Hone (Suz).

Peterson pops for four at CMC Ascot

By Tom Corley

GARDENA, CA, AUG. 20

Todd Peterson has just returned from a racing trip in Utah. It was his most successful event ever as he won some big money by sweeping more than one class against the competition. Here at Ascot he picked up two more wins by defeating the 125 and 250cc Pro classes.

Peterson won every moto. But in each class Tim Lunde was either in the lead for a short while or trailing by just a few bikelengths. In the 125cc Pro class Peterson didn't get either holeshot but worked his way up to first. Lunde followed him in second the whole time. Whent he money was handed out it was Peterson, Lunde, Doug Bowers and Bryan Jordan.

The 250cc Pro class was quite similar to the 125cc race. It was a three way battle in the first moto with Peterson on top and Tim Lunde in second while his brother Chuck was third. Tim Lunde grabbed the lead in the second moto but wasn't able to hold it for long. He was hauling down a straight section and went into a wild wheelie when he shifted. His back tire must have gotten too much traction and at this point Todd made his move. Peterson took over first ahead of Tim and Jeff Jennings, who hasn't been out in some time, was third. On the payoff list it was Peterson, Tim Lunde, Jennings and Chuck Lunde.

Rick Johnson continues to be the quickest 250cc Junior rider around. He won the second division with a 2-1 score. Ted Hammer aced Rick out in the first moto but DNF the last race. Rick took the final moto win in front of Gungie Strauss, Jeff Utterback and Steve Wolcott.

The 125cc Junior class had a new winner, Bill Thiebert (Kaw). In the first moto Skip Early took the win and Bill was third. Thiebert got the holeshot in the second moto and looked back to see how he was doing. He was well out front of Mike Allen who was in second but was no threat to Bill because Mark had a bad first moto score. Winning the overall trophy was Thiebert, followed by Early, Lee Webster, Rob Moore and Eddie Ramirez. ●

Results

MINI 50 JR: 1. Chris Lara (Suz); 2. Jason Jones (Suz); 3. James Summers (Yam).
MINI 50 INT: 1. John Mathews (Suz); 2. Newton Acevedo (Suz); 3. Jason McFarland (Suz).
MINI JR DIV 1: 1. Jeff Barbacovi (Yam); 2. Dave Trager (Yam); 3. Trey McFarland (Yam).
MINI JR DIV 2: 1. Eric Gonzales (Suz); 2. Richard Reese (Suz); 3. Ken Clifton (Suz).
MINI INT: 1. Duane Summers (Yam); 2. Dan Sween (Suz); 3. Richard Fleming (Yam).
MINI EX: 1. Skip Godinez (Kaw).
100 JR: 1. Bill Jawitz (Suz); 2. Mike Buchanan (Suz); 3. Donald Coulter (Yam).
125 JR DIV 1: 1. Bill Lunney (Suz); 2. Glen Roden (Hon); 3. Bill Fullmer (Yam).
125 JR DIV 2: 1. Bill Thiebert (Kaw); 2. Skip Early (Hon); 3. Lee Webster (Suz).
125 INT: 1. Frank Pilato (Yam); 2. Mark Harpwood (Yam); 3. Mark Allen (Yam).
125 PRO: 1. Todd Peterson (Yam); 2. Tim Lunde (Yam); 3. Doug Bowers (Suz).
250 JR DIV 1: 1. Kevin Brown (Mai); 2. Tom Duddey (Yam); 3. Dean Manley (Mai).
250 JR DIV 2: 1. Rick Johnson (Yam); 2. Mike Kelly (Hon); 3. Gungie Strauss (Yam).
250 INT: 1. Darrell Russell (Hon); 2. Steve Gilbert (Hon); 3. Tim Hammer (Yam).
250 PRO: 1. Todd Peterson (Yam); 2. Tim Lunde (Yam); 3. Jeff Jennings (Hon).
500 JR: 1. Mike Kell (Mai); 2. Mike Wayne (Hon); 3. Trey Campbell (Yam).
500 INT: 1. Steve VanZant (Mai); 2. Mike Stepak (Hon); 3. Jim Kesler (Yam).
500 PRO: 1. Tim Lunde (Yam); 2. Dale Lewis (Mai); 3. Joe Stern (Mai).
OVER 30: 1. Peter Cook (Yam); 2. Bob Millner (Yam); 3. James Sheppard (Mai).
MASTERS: 1. John McManaway (Yam); 2. Marshall Jennings (Suz).

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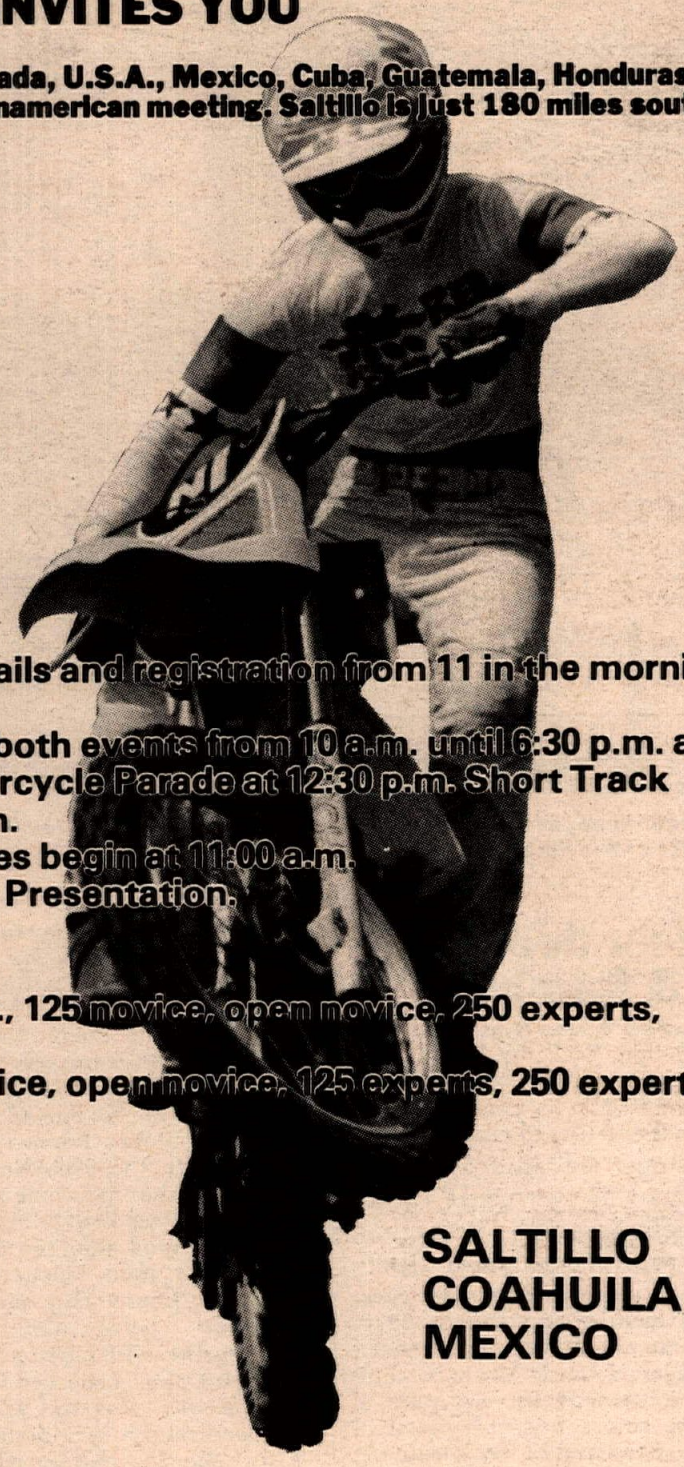

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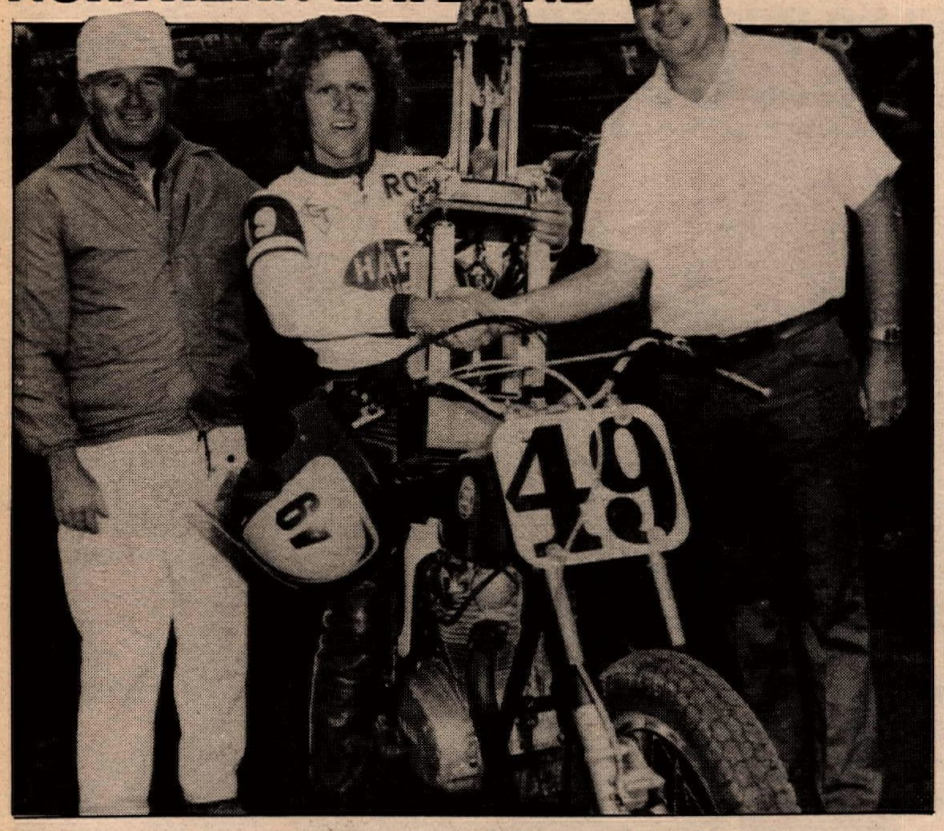

Rod Spencer accepts E & R Perpetual Trophy from ref Bob Day (left) and Lynn White of the Elks.

Spencer does it at Elks & Ramblers Benefit Scrambles

By Bill Spencer

SALINAS, CA, AUG. 24

Rod Spencer became only the second man to ever retire the E & R Benefit Scrambles Perpetual trophy, winning his third Open Expert main event in fine style. Rick Otto won the other way back in 1970 and with names like Duane Spence, Alex Jorgensen, Rick Graham and Buddy Robinson, it will be quite a keepsake.

The event has taken on a slightly different character after 19 years with much lower keyed racing involved on a new and cushion track located on the front straight and inside the rodeo arena. Mixing many motocross guys liberally with Old Timers, Veterans and cow trailers and the usual large contingent of scrambles riders should enhance the program greatly. The Salinas Elks are even thinking of moving the date into September just before the San Jose mile to further enhance the nature of the Crippled Children's, Muscular Dystrophy benefit that is over the $300,000 mark in contributions.

An all-day project with over 300 riders and 4000 watchers started with Mike Yarn winning the lightweight portion of the OT/Vet class over Darrell Lawson and Mike's dad Ken Yarn taking first Old Timer. Ten years ago, Mike Yarn was the latest in short trackers and TT riders on the A & A Bultacos.

Over 12 years ago, Fred Bennett turned sportsman Expert in D-36 and he climaxed a long career with a good win in the heavyweight OT/Vet over Mike VanLienden with Jim Chisum in for third and first Old Timer on one of his trick Maicos. It was quite a battle with VanLienden having won the heat on his IT425 Yamaha Sports Center of Santa Cruz machine. Mike, a former Black Plate number one rider, had a little trouble with the first corner. Bennet rode his Yamaha Sports Center of Seaside machine around and kept the pace up for those two Vets while Chisum surprised a few of his Old Timer cohorts with a fine, fast third overall and first OT.

Casting aside the old for the young, the Pee Wees were very entertaining with five-year-old Matt Busby the fastest kid on his Suzuki RM for the win over John Kennedy and Josh Chisum. In the 60cc Novice, it was Charlie Arthur in a come-from-behind effort to defeat Shad Johnson.

Jeff Pestana won the 80cc Novice main over John Nunez and Jimmy Sanchez. Jimmy had the start, but couldn't hold the two-stroke powerhouses with his Honda.

Chris Cowel, bedecked in MX garb all the way, was the 125cc Novice winner over Larry Morales and Ron Ernst, showing that speed, style and knobbies were the hot set up for the track that was constantly graded and watered.

Brett Lafayette surprised Al Silhanek with a good pass and win in the 125cc Junior/Expert which Al led early on his Yamaha of Salinas YZ. Brett rode around the Expert rider to take a close count with Rod Williams in for third.

Former Mini short tracker-turned MXer Mike Randal was all smiles after winning the 250cc Novice main over scrambles rider Mike Cahoon, Louis Ledlow and Mark Haworth. Randal commented about the motocrossers being better, but seemed to have forgotten that his great talents as a short tracker made him a better motocross rider.

All around racer Craig Christian took the 250cc Junior on the Cycle Gear stores YZ with Jeff Iwanaga second over Brett Lafayette and Chad Felicio. Christian rides Tuesday nights at Richmond on Minis, scrambles and motocross at Sand Hill and cross country and marathons when they come around. That's all around.

Doug Chandler had the start of the 250cc Expert going his way on the Salinas Kawasaki KX250 with knobs and held off Jimmy Cunningham until the last lap when he got a little wide off the first corner. He shut off and got out of shape just enough so he didn't get the next corner set up right. That was all you needed to do to give Cunningham what he likes. Jim had just recently retired from the rigors of MX and only decided that week to come out and give this great event a try. His father and he were having a good time and Jimmy is still a great competitor. David Boyles rode a rather stock CR250 to third over motocrossers Jim Zack and Troy DeHerrera, once again mixing things up.

Kurt Shifner was the 500cc Novice winner over Tom Winkleman in a class that was about evenly mixed with cow trailers and whatever. Jeff Weimer beat out Chris Ghione and Ken Diggs with John Randolph in for sixth in a almost Old Timer class that included 58-year-young Ted Ponton, the Godfather, who is a fire chief on the side. Ted got off in the first corner and knocked himself out, but finished the race on the sidelines knocking out war stores.

Jim Cunningham was working on a double win with the 500cc Experts, but couldn't get Rocky Robinson to coooperate. Rocky led the largest class of the day into and around the 10 lapper on his KX420 in very fine fashion. Cunningham tried everyway, but saw no mistakes from the Cycle Engineering rider.

Both had to watch it as Buddy Robinson was close on their tail. The Bud, as in Budweiser, Man was as hot as they come having won one of the heats. Mike Marquez took fourth after having to work hard to get around Jeff Buckner in the closing laps with Jerry Brandt riding the Concord Yamaha to sixth over Kenny Robicheaux and Benny King. It would be no surprise to see this class be the new Perpetual Trophy class of the '80s.

Buddy Robinson borrowed Danney Hogue's Triumph and led the first couple of laps, but hit one of the infamous neutrals only available in special Triumph models and wound up high and dry, stalled in the berm of the first corner. Rod Spencer and the Hap Jones/ND-sparked/Bud Martin-tuned Yamaha 750 left the rest of the pack and that was that for first.

Paul Warne took the second spot for almost the rest of the distance over Wade Boyd's monocoque Yamaha with "Wild Bill" Flett leading Larry Lane, Tif Mullenax and crew. On the last lap, Robinson passed right on by Boyd and Warne and was so fast he pulled Boyd with him.

It was a fine day and congratulations go to the Salinas Ramblers M.C., Bill McCready, Chris Buckner, Jim Chisum and the entire group from the Elks and especially the fans.

Results

OT/VET 250:1. Mike Yarn (Suz); 2. Darrell Lawson (Yam).
OT/VET OPEN: 1. Fred Bennett (Yam); 2. Mike VanLienden (Yam); 3. Jim Chisum (Mai).
PEE WEE: 1. Matt Busby (Suz); 2. John Kennedy (Suz); 3. Josh Chisum (Suz).
60 NOV: 1. Charlie Arthur (Yam); 2. Shad Johnson (Suz).
80 NOV: 1. Jeff Pestana (Suz); 2. Jon Nunez (Yam); 3. Jimmy Sanchez (Hon).
80 JR: 1. Rick Haworth (Kaw); 2. Bryan Taber (Yam).
80 EX: 1. Kurt Chandler (Kaw); 2. Dean Vincelet (Kaw); 3. Kelley Fischer (Yam).
125 NOV: 1. Chris Cowell (Yam); 2. Larry Morales (Suz); 3. Ron Ernst (Yam).
125 JR/EX: 1. Brett Lafayette (Yam); 2. Allen Silhanek (Yam); 3. Rod Williams (Yam).
250 NOV: 1. Mike Randal (Yam); 2. Mike Cahoon (Yam); 3. Louis Ledlow (C-A).
250 JR: 1. Craig Christian (Yam); 2. Jeff Iwanaga (Suz); 3. Brett Lafayette (Suz).
250 EX: 1. Jim Cunningham (Yam); 2. Doug Chandler (Kaw); 3. David Boyles (Hon).
500 NOV: 1. Kurt Shifner (Yam); 2. Tom Winklemann (Yam); 3. Jeff Weimer (Suz).
500 JR: 1. Mike Arthur (Yam); 2. Duane Hughes (Yam); 3. Craig Christian (Yam).
500 EX: 1. Rocky Robinson (Kaw); 2. Jim Cunningham (Yam); 3. Buddy Robinson (Kaw).
OPEN NOV: 1. Rich Braquet (Tri); 2. Brian Kavanaugh (Tri).
OPEN JR: 1. Russ Sosa (Tri); 2. Doug O'Brien (Tri).
OPEN EX: 1. Rod Spencer (Yam); 2. Buddy Robinson (Tri); 3. Wade Boyd (Yam).
WHEEL STAND CONTEST: 1. Bud Robinson (Kaw).
BEST APPEARING: 1. Frank Garcia (Kaw).

Boyles and Chandler split 'em at Hills Ferry ST

By Bill Spencer

NEWMAN, CA, AUG. 23

With summer coming to a fast closing, the battle for the top D-36 Black Plate in big bikes is becoming the hottest campaign in some years. Not more than two points has separated David Boyles and Doug Chandler from the top position in the 20-plate battle in the past month and it should go right down to the wire in December to decide the title. Both riders won a main event with equal points so Boyles is a point up going into tommorrow's E & R Benefit, the real biggie.

P.J. Sanchez continued his quest to trade in his Expert mini number board for a top five ranking in the minibike Black Plate contest with yet another win in the 100cc Experts over Kelly Fischer. Ricardo Gonzales won the 80cc Novice in a good turnout of riders over Ted Taylor.

Ronnie Hayes was the 80cc Junior victor over Joey Diaz and Kurt Chandler still controls the 80cc Expert class and the top spot in points for Mini Black Plate number one. Kurt made the football team in his Salinas school and won tonight over Kelly Fischer.

Doug Chandler had a start in the first 250cc Expert run but it was recalled, as so many things are these days, and in the restart it was Dave Boyles in the lead and Doug in about mid-pack. As the battle continued at the front, Doug worked around Bruce Johnson, but came up quickly on the Champion/Spinetti Honda. Despite many tries, he could not find any way around. Settling for second wasn't what the Salinas KX rider wanted, but there just didn't appear to be any place to make a pass stick and so second he stayed with Gary Johnson in for a third.

Rick Record had a good duel with Mike Ahm in the 360cc Novice/Junior class winning on his Bultaco over Mike Ahm and his Honda. Joe Flowers had reason to celebrate the night having just turned 20, but made it even better by winning the 500cc Junior class on his Knight-framed TT500 over Frank Sanchez on the XR500. In the other Expert battle, Chandler surprised most everyone with a good start on his TT500 and rolled around Dwayne McCaslin for that win with Bob Cunnington in for third and a tie in points for the night with Boyles.

Results

100 EX: 1. P.J. Sanchez (Yam); 2. Kelley Fischer (Yam).
80 NOV: 1. Ricardo Gonzales (Kaw); 2. Ted Taylor (Yam).
80 JR: 1. Ronnie Hayes (Suz); 2. Joey Diaz (Kaw).
80 EX: 1. Kurt Chandler (Kaw); 2. Kelley Fischer (Yam).
125 NOV/JR: 1. Steve Ochinang (Yam); 2. Roger Kirk (Suz).
250 NOV: 1. Steve Fischer (C-A); 2. Shaun Feyna (Yam).
250 JR: 1. Chris Roehlk (Suz); 2. Steve Spenker (Yam).
250 EX: 1. Dave Boyles (Hon); 2. Doug Chandler (Kaw); 3. Gary Johnson (Yam).
360 NOV/JR: 1. Rick Record (Bul); 2. Mike Ahm (Hon).
500 JR: 1. Joe Flowers (Yam); 2. Frank Sanchez (Hon).
500 EX: 1. Doug Chandler (Yam); 2. Dwayne McCaslin (Hon); 3. Bob Cunnington (Yam).

Doug doubles at Fremont ST

By Bill Spencer

FREMONT, CA, AUG. 20

He did it again, folks. Doug Chandler, the 14-year-old speed-

ster from Salinas Kawasaki, came from the middle of the pack one more time to capture his eighth straight 250cc Expert main event and continued the win streak by taking the 500cc Expert main over Bobby Cunnington on the RC Cycle TT500. With but one event left on the Wednesday night schedule, Chandler has wrapped up the Fremont Raceway title and is leading David Boyles for the top digit in District 36 Black Plate competition by one point that will make that battle a thriller right to the end of the season.

P.J. Sanchez doesn't mind all the big boys being gone for the National runoffs and won the 100cc Expert class over Kelly Fischer. Bryan Taber had Rocky Robinson port up a barrel on his Yamaha of Salinas mini and went out and won the 80cc Novice/Junior class with Jeremy Chisum taking the Novice portion over Jeff Pestana.

Kurt Chandler returned from football practice having made the team and went right back to winning the 80cc Expert class coming from behind to beat out Sanchez and the troops. Doug Baker, the former Mini kid, won the 125cc Novices over Brian Blackburn. Adam Sabedra had little challenge in the 250cc Novices except for Steve Fischer, who took second on his Can-Am.

Dave Caballero had all sorts of competition in 250cc Junior and had to do some fancy manuvering for that win with Ron Evans holding onto second over Pete Murray in a real good crash-and-bash event.

It took a couple of starts to get the 250cc Experts going, but when the green finally took charge, it was not Chandler in front. Ken Robicheaux and Dave Boyles were doing the chores. Robicheaux on the Bob's Garage Yamaha and Boyles on his Champion-framed Spinetti's Honda CR had a good battle but it was the Chandler kid who made up the time and passes. He took the lead from arch-rival Boyles just two laps from the end, once again doing a job that deserved and got a standing ovation from the partisan crowd.

Rick Record came back to win the 360cc Novice main on the Bultaco Astro with Mike Laird in for second. Mike Ahm and Danny Russell had a good main event battle in the 360cc Junior with the Red Ahm Honda in for first over the Armstrong Cycle Works Honda. Brian Pecore brought out his Ang Rossi Yamaha for the 360cc Expert win over a tough Rocky Malynn on his Bultaco Pursang.

In the 500cc classes, Barry Olsen won the Novice portion over Dave Painter and Joe Flowers had a good shootout with Steve Nunes in the Junior portion despite some heavy banging and sliding throughout the night.

In the Expert portion, Doug Chandler had a double working his way despite a lot of pressure from Bobby Cunnington. Bobby came back to win the King of the Bay event over Robicheaux and Chandler in the big bucks affair.

At Washougal, 125cc Intermediate Doug Lange picked a most inopportune time to dump his Kaw. Say goodbye, Doug.

Results

100 EX: 1. P.J. Sanchez (Yam).

80 NOV/JR: 1. Bryan Taber (Yam); 2. Jeremy Chisum (Kaw); 3. Jeff Pestana (Suz).

80 EX: 1. Kurt Chandler (Kaw); 2. P.J. Sanchez (Yam).

125 NOV: 1. Doug Baber (Yam); 2. Brian Blackburn (Yam).

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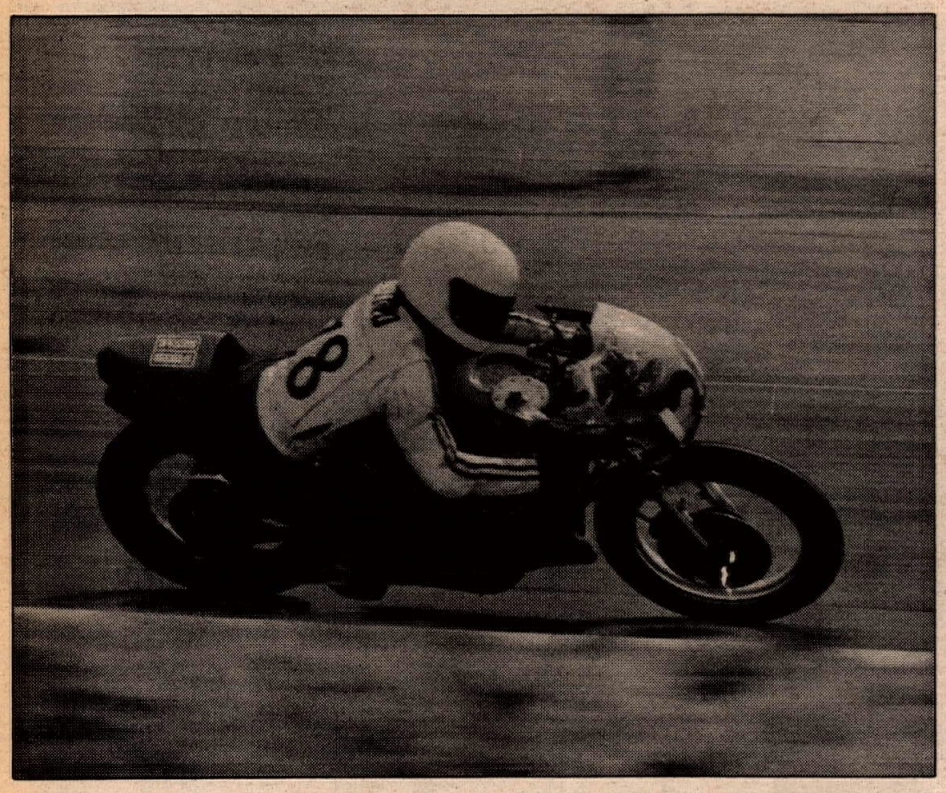

Bruce Lind was part of the fourth overall team at OMRRA's 6-Hour.

250 NOV: 1. Adam Sabedra (H-D); 2. Steve Fischer (C-A).
250 JR: 1. Dave Caballero (Yam); 2. Ronnie Evans (Yam); 3. Pete Murray (Yam).
250 EX: 1. Doug Chandler (Kaw); 2. David Boyles (Hon); 3. Ken Robicheaux (Yam).
360 NOV: 1. Rick Record (Bul); 2. Mike Laird (Hon).
360 JR: 1. Mike.Ahm (Hon); 2. Danny Russell (Hon).
360 EX: 1. Brian Pecore (Yam); 2. Rocky Malynn (Bul).
500 NOV: 1. Barry Olsen (Yam); 2. Dave Painter (Yam).
500 JR: 1. Joe Flowers (Yam); 2. Steve Nunes (Yam).
500 EX: 1. Doug Chandler (Yam); 2. Bob Cunnington (Yam).
KING OF THE BAY: 1. Bob Cunnington (Yam); 2. Ken Robicheaus (Yam); 3. Doug Chandler (Yam).

Bucks for the old boys at Washougal

By Jan Newman

WASHOUGAL, WA, AUG. 17

If you like lay downs, get offs, wild runaways, etc., today would have been a delight for you. There didn't seem to be much reason for the erratic behavior until the last five and a half races, but it looked as if there was a need for a caution light at the first turn.

The last five and a half races were hampered by an icy slick track after a bit of rain drizzled over it. Until then, it had been a perfect racing day. A slightly cool, overcast day had kept the track in great shape until the mist turned it to grease as the 250cc Pros battled out their second moto. After they were finished the upper hill was closed for the remaining classes, not because getting up was bad, but because getting back down was treacherous.

The first dramatic get off came in the 125cc Pros. Jim Anderson (Yam) led into the first turn on the back wheel, but when he got the front wheel down, it kept right on washing and he wound up upside down in front of the pack. He also started a chain reaction pile up as others, including Mike Daniel (Yam), Dave Hettinga (Yam), Mark Studer (Yam) and Stacy Thornton (Kaw), piled up trying to avoid him. Anderson tried to remount, but the throttle arm resisted the effort.

With Anderson out, the 125s had to have a new hero and they readily found one. Mike McCormick (Yam) led the first lap, but by the second trip around, Roy Davis was out front aboard his Yamaha which recently has been fitted with a watercooling kit. He was untouchable for the remainder of the moto. Steve Pless (Hon) celebrated his 19th birthday in second and McCormick was third. Ron Sun (Hon) had moved up behind Pless at the halfway mark, but retired after he got spit off.

Pless and McCormick led the second round while Davis sorted himself out for his encore. He was front and center on the fourth lap again. At times he looked a bit out of shape, but always fast. Even he admitted it was a little hard to keep the front end down, but said he was working on that.

Luck played a part, too, when he came within a hair of miscalculating the whoops which he had been flying over. On the next to last lap, he landed a bit short, but that light front end just rolled up and over. McCormick came along behind with an equally short landing and high sided. Pless finished second again and Dennis Ostriem (Suz) put on a tremendous charge from a mid-pack start to finish third.

When the 250cc Pros started their first moto, Perry Scott (Hon) missed the turn signal and didn't stop until he encountered the fence which tries to separate the riders from the spectators. It worked, barely. Tim Michlitsch (Yam) hit the corner first, but by the end of the first loop, he was following Ron Sun (Hon) and Phil Oveland (Yam). Oveland took the lead for a couple of laps, but Sun wasn't having any of that and took it back for good. Kevin Jansen (Yam) was third. Michlitsch DNF.

A mist was just beginning to get serious when they started the second moto and it did affect the outcome. Allen Pitts (Suz), Oveland and Sun led the first lap. When they came by the tower the next time, Sun cut a cookie and wound up near last.

Oveland took over the lead and Pitts was chasing him when he tried to find a spot dry enough for good traction on the uphill. He found it, but he and his Zookie went upside down in a puff of dust. About that time, Roy Davis (Yam), who had been one of those tangled in the first turn in moto one, began to make his presence known. He had picked off Jansen and was up to nibble at Oveland's heels when he slid out. Jansen got back by and in the last two laps, a hard charging Sun also went by to drop Davis to fourth.

Michlitsch was back to lead the first Open Pro moto, but even before Oveland (C-A) went by him, his Yamaha sounded like it had been smoking too many cheap cigars and he was on his way to another DNF. Oveland finished out front followed by Chris Washburn (Yam) and Mitch Kirkpatrick (Hus).

Their second moto was run on a slippery lower half of the track. Phil Prutsman (Yam), who is the husband of our famous Diane Cox, led off. Before the first pass by the scorers, Oveland was in front. By the second loop, Barney Newman (Yam), who played chase in the first moto after a dumping, was up to second and keeping close enough to take advantage of a miscue. It came, almost. Oveland slid in the turn coming into the whoops and Newman led by a wheel until he missed the berm in turn one. Then Washburn anchored himself to Newman's tail until the last lap when Newman slid in the same corner that got to Oveland.

You could tell it was a big day for the Old Timers by the number of Care Cars, ambulances towing motorcycle trailers, portable generators to juice up their pace makers, etc. That was just to get them there. The drawing card was the chance to ride for cash, almost as much as the 60 Pros battled over today. Most of the credit for organizing the purse goes to Bill Naylor who also gets credit for absconding with the results list and all the information on who was who.

Bib money in the Expert class went to Bob White from Seattle after a strong challenge from Gary Bonds (Hon) in his first Old Timer ride. Dick Burgett (Yam) went 1-1 for first Amateur. Bud Rutherford (Yam) battled with Nate House (Yam) to take Novice money.

Results

PEE WEE: 1. Brett Anton (Yam); 2. Mike Thompson (Suz); 3. Monty Spalding (Yam).
MINI JR: 1. Shane Whitaker (Kaw); 2. Grady Troglin (Kaw); 3. Ronny Hopla (Yam).
MINI INT: 1. Mike Ingebo (Yam); 2. Rick Celorie (Yam); 3. Bruce Barnes (Hon).
MINI EX: 1. Eric Hall (Yam); 2. Wade Anton (Yam).
100 JR: 1. Kevin Hofenbredl (Suz); 2. Bill Hrabik (Yam); 3. Dwaine Sieler (Suz).
100 INT: 1. Denny Fennell (Yam); 2. Craig Ochs (Suz).
125 JR DIV 1: 1. Larry Hofenbredl (Suz); 2. Rob Wagner (Yam); 3. David Waber (Suz).
125 JR DIV 2: 1. Doug Eichner (Suz); 2. Ken Britt (Hon); 3. Mike Chase (Kaw).
125 INT: 1. Eric Hall (Yam); 2. Lou Gregory (Yam); 3. Reid Goldmann (Yam).
125 PRO: 1. Roy Davis (Yam); 2. Steve Pless (Hon); 3. Dennis Ostriem (Suz).
250 JR: 1. John Kelly (Kaw); 2. Jim Brockmeier (Suz); 3. Brent Bower (Yam).
250 INT DIV 1: 1. Steve Smith (Yam); 2. Mike Rankin (Kaw); 3. Rick Thom (Yam).
250 INT DIV 2: 1. Mike Martin (Suz); 2. Dave Eakin (Hon); 3. Jon Clement (Yam).
250 PRO: 1. Phil Oveland (Yam); 2. Ron Sun (Hon); 3. Kevin Jansen (Yam).
OPEN JR: 1. Randy Townsend (Yam); 2. Randy Simpson (Yam); 3. Marty Webb (Yam).
OPEN INT: 1. Bob Kasar (Yam); 2. Richard Hewitt (Yam); 3. Dean Troglin (KTM).
OPEN PRO: 1. Phil Oveland (C-A); 2. Chris Washburn (Yam); 3. Barney Newman (Yam).
30 TO 40: 1. Gordy Ochs (Mug); 2. Richard McUne (Hus); 3. John English (Yam).
OT EX: 1. Bob White; 2. Gary Bonds (Hon); 3. Bill Naylor (Yam).
OT AM: 1. Dick Burgett (Yam).
OT NOV: 1. Bud Rutherford (Yam); 2. Nate House (Yam).

Doyle/Tanner outlast others in OMRRA 6-Hour

By Russ Cazier

PORTLAND, OR, AUG. 10

The Oregon Motorcycle Roadracing Association's ambitious racing schedule for its August 10 race at Portland International Raceway came off in fine fashion. Some confusion over rules and lap counts marred the results of the six-hour endurance race, but even the team which apparently suffered from administrative errors conceded it was a heck of a good race.

The 6-Hour, originally scheduled for Memorial Day and ashed out by Mt. St. Helens, included the team that won the Seattle 6-Hour on June 22 of Randy Skiver, Brian Sutton and Keith Pinkstaff. This team may have scared off some other Open Cafe entries, but without cause as they were an early casualty to mechanical difficulties.

John Ulrich, *Cycle World's* ubiquitous racer/journalist, came to Portland for a ride on the Bruce Lind/Wasco Frame Honda 500 single, and his team won 600cc Cafe and took fourth overall in the 6-Hour. Ulrich was lead-off man for his team and in 10 laps, was up to fifth. As he pushed it into one turn, though, the K81s showed their street tire heritage compared to the slicks some others were running and Ulrich went down. He had to push the bike back to the pits, but after some bending, straightening and a re-tech, the bike was back on the track with no apparent performance loss; though 20 laps down, they made up more than half the downtime.

After Randy Skiver's GS1100 Cafe bike blew up, Keith Pinkstaff was wandering around in the pits without a ride and looking forlorn. Howard, his dad, took pity and offered his own slot for an hour's ride on a Suzuki GS1000 Open Production entry. Keith repaid the generosity with an hour of sparkling lap times.

An interesting side light is the fact that this was the very motorcycle which Keith had bought new and raced very successfully for two seasons, selling it before the start of the current season. Keith proved himself that the bike is running better than ever.

Tom Young, on the same bike and in his first road race this year after a great 1979 season, rode the longest and contributed the most for his team.

The official winners of the 6-Hour, Wayne Tanner and John Doyle on a stock Suzuki GS1100, won with consistent lap times, efficient pit stops and no mechanical difficulties or crashes. Tanner, especially, was very fast, often turning lap times faster than anyone else on the track.

Tanner was also the beneficiary of an official decision to penalize his jumping the starter's flag for his class by withholding a set of spark plugs as a contingency prize. Tanner has not complained about the severity of this penalty.

Second overall and Open Cafe winner was the team of Chuck Wiley and Sean Phillips on a Suzuki GS1000S. The efficient pit crew made a two-and-a-half minute tire change after a flat rear tire. The replacement tire, a Metzeler sport compound, gave up some traction to the slick, but Wiley and Phillips compensated nicely and turned in an impressive ride and an unquestioned class win.

The prospect of being turnworkers during the endurance race prompted Gene Brown and Doug Guthrie to put up some guaranteed prize money for the 250cc GP class, and helped bring the race directors to the nice conclusion that all the club's racers should have a class to run in every race day. The GP bikes were thus allowed in the open practice session before the 6-Hour, ran a six-lap qualifier before the 6-Hour and a 15-lap race just after, a program very much in the spirit of club racing.

Only two classes ended up racing in the GP race, 250cc and Open Single, but they put on some fine dicing, again spiced by mild controversy. The clear winner of the 250cc GP race was Brian Sutton on a TZ250, but Sutton was pushed throughout the race by Bruce Lind on the same 500cc single which had just finished the 6-Hour. Lind competes reguarly in 250cc GP at Seattle and elsewhere, but the "formula" entry has not been allowed by the Oregon club nor was it this time and Lind was disqualified. Lind had not bothered to discuss the matter beforehand with race officials, perhaps following the adage that it is usually easier to get forgiveness than permission.

Open Single GP was won by Claude Hammond, the principal active ingredient in the Washington road race club. Claude has been out most of the season with injuries and his was a well-deserved and popular win.

Results

6-HOUR ENDURANCE RACE:

OVERALL: 1. Wayne Tanner/John Doyle, 245 laps (Suz); 2. Chuck Wiley/Sean Phillips, 243 laps (Suz); 3. Russ Cazier/John Haskin/Howard Pinkstaff/Keith Pinkstaff/Tom Young, 242 laps (Suz); 4. Bruce Lind/John Ulrich/Steve Schaefer/Richard Wascher, 235 laps (Hon); 5. Ken Wimer/Larry Pearson/Wayne Hall, 233 laps (Hon).

OPEN CAFE: 1. Wiley/Phillips (Suz); 2. Wimer/Pearson/Hall (Hon); 3. Paul Paull/Mike Jones/Chris Miyamoto (Hon).

600 CAFE: 1. Lind/Ulrich/Schaefer/Wascher (Hon).

OPEN PROD: 1. Tanner/Doyle (Suz); 2. Cazier, Haskin/Pinkstaff(s)/Young (Suz); 3. Claude Hislop/Mark Hislop/Pat Marinacci (Hon).

430 PROD: 1. Brad Stankey/Jack Maurice (Yam).

BROWN/GUTHRIE GP CHALLENGE:

250 GP: 1. Brian Sutton (Yam); 2. Gene Brown (Yam); 3. Steve Dawley (Yam).

OPEN SINGLE GP: 1. Claude Hammond (Hon); 2. Miles Andrist (Hon); 3. Howard Pinkstaff (Yam).

Chandler hits seventh straight at Fremont ST

By Bill Spencer

FREMONT, CA, AUG. 13

Doug Chandler once again performed miracuously as he got a rare good start and ran off and hid to capture his seventh straight 250cc Expert main at Fremont Raceway's Wednesday night series. With only two weeks left in the summer series, he has wrapped up the title for this track and is a few points in front of Dave Boyles for the top Black Plate spot.

This series continues to be a success with a good race track, a great show and fabulous people surrounding the event from Minis to Maxis. P.J. Sanchez and Kelly Fischer traded wins in the early mains with P.J. driving hard for the 100cc Expert win over Kelly and then Kelly returning the favor in the 80cc Experts.

Ted Taylor took the 80cc Novice for a good win over Vince Caramella. Ricky Diaz took the Junior portion of the 80cc class with Bryan Tabor working hard for second.

Brian Blackburn had a good dice with Doug Baber taking the 125cc Novice class and Adam Sabedra kept the 250cc Novices at bay winning over Steve Fishcer and Lenny Cruze. Dave Caballero and Pete Murray kept up their series-long battle in the 250cc Juniors with David the winner over the slipping and sliding Murray and Chris Roehlk in for third over Larry Staggs, Ron Evans and Scott Dickerson.

It was a two-start affair for the 250cc Experts and on the second try, Doug Chandler got a good one. He rarely starts in the front and usually has to work his way through the pack. When he doesn't, he just runs off and hides. That's fine except it gets boring and so you have to look for a good battle back in the pack. Dave Boyles and the Champion/Spinetti Honda had no trouble for second, but had little luck in reeling in the 14-year-old speedster. Then the pack came along with Bruce Johnson doing the leading over Kenny Robicheaux and Jim Mertens.

Dave Bellina came back as a Novice and naturally won the 360cc Novice class for no surprises and the same was true for Mike Ahm in the Junior class over Roger Hamilton. But the Expert show was a thriller with lots of passing when Steve Carrillo crashed while leading. Errol Longboya took the lead, but passed it off to Brian Pecore and Rocky Malynn. Then, along the pile came Kevin Hugill and he passed each and every one with precise moves to wind up the winner.

Denny Mosier had little trouble in the 500cc Novice win and Joe Flowers did likewise for the 500cc Junior over Chris Roehlk and Frank Sanchez.

Teddy Davidson took the Bill Johnson KR TT500 to the Open Expert win over hard charging Keith Day. Doug Chandler worked his way up to third, but no way could he get past the big boys. In the King of the Bay race, Doug got off with the crew, but couldn't make any moves on Teddy. He settled for second in front of teammate Keith Day riding for Salinas Kawasaki/Suzuki.

Results

100 EX: 1. P.J. Sanchez (Yam); 2. Kelly Fischer (Yam).

80 NOV: 1. Ted Taylor (Yam); 2. Vince Caramella (Kaw).

80 JR: 1. Ricky Diaz (Kaw); 2. Bryan Tabor (Yam).

80 EX: 1. Kelly Fischer (Yam); 2. P.J. Sanchez (Yam).

125 NOV: 1. Brian Blackburn (Yam); 2. Doug Baber (Yam).

250 NOV: 1. Adam Sabedra (H-D); 2. Steve Fischer (C-A); 3. Len Cruze (H-D).

250 JR: 1. Dave Caballero (Yam); 2. Pete Murray (Yam); 3. Chris Roehlk (Suz).

250 EX: 1. Doug Chandler (Kaw); 2. Dave Boyles (Hon); 3. Bruce Johnson (Yam).

360 NOV: 1. Dave Bellina (Yam); 2. Gary Milwski (Bul).

360 JR: 1. Mike Ahm (Hon); 2. Roger Hamilton (Hon).

360 EX: 1. Kevin Hugill (Yam); 2. Errol Longboya (Hon); 3. Brian Pecore (Yam).

500 NOV: 1. Denny Mosier (Yam); 2. Ken Jernigan (Yam).

500 JR: 1. Joe Flowers (Yam); 2. Chris Roehlk (Suz); 3. Frank Sanchez (Hon).

500 EX: 1. Ted Davidson (Yam); 2. Keith Day (Yam); 3. Doug Chandler (Yam).

KING OF THE BAY: 1. Ted Davidson (Yam); 2. Doug Chandler (Yam); 3. Keith Day (Yam).

Hannah rides for Jerry's kids

By Wretched Racer

VIRGINIA CITY, NV, AUG. 10

Motocross superstar Bob "Hurricane" Hannah began his comeback by winning the 250cc Expert class at the DRAN Boot Hill Motocross. The event was put on by the Desert Racing Association of

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ENTRY APPLICATION

(This entry blank must be completed in full. Please print legibly.)

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NAME OF ENTRANT (Please print): _____

Cu. Cm. _____ Make of M. Cycle _____ Engine No. _____

I am a bonafide member of the _____ club

AMA No. _____ Expires _____

AGE _____ TELEPHONE ( ) _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

I will enter in the: Expert ☐ Amateur ☐ Novice ☐ class.

Riding or Sidecar partner (or team Member/s): _____

SPONSORING CLUB OR ORGANIZATION _____

THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO THERS, DUE TO HIS PARTICIPATION IN THIS ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

(entrant's and/or parent's initials) _____

If entrant is under 21 and does not have current District 37 Card indicating notarized consent is on file, Parent or Guardian must sign here acknowledging his or her consent to the terms of entry.

The undersigned does hereby certify that he is a duly qualified (Circle One) Amateur/Expert/Novice class motorcycle rider having been so qualified by a competent organization.
It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.
Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant: _____

Date: _____ 19____

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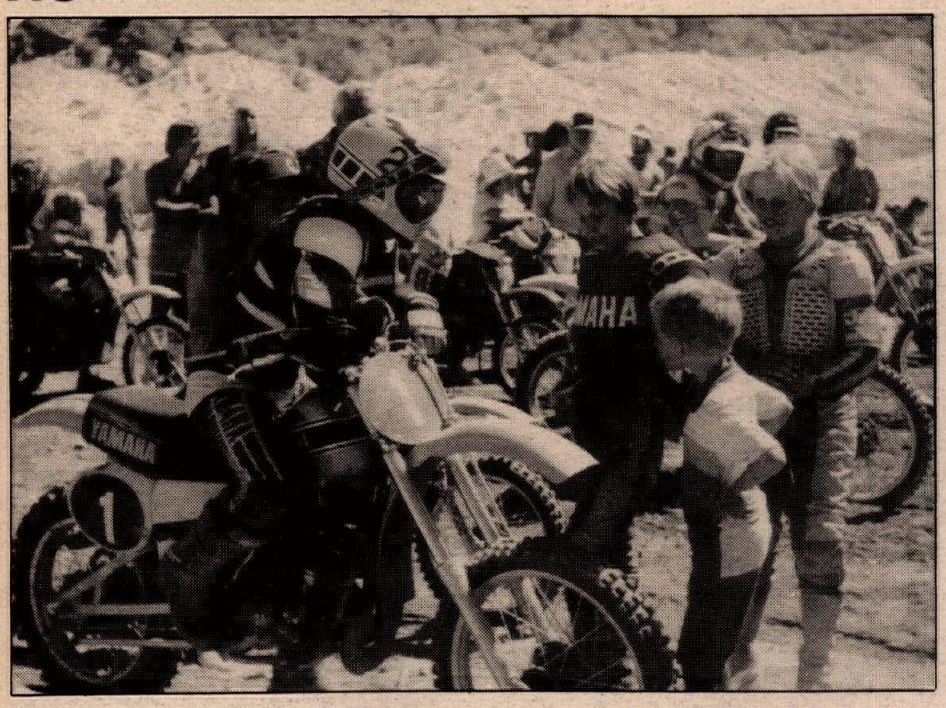

Yes, that's Bob Hannah chatting with the locals at Boot Hill.

Nevada with AMA District 36 sanction as a Jerry Lewis Muscular Dystrophy benefit. Hannah showed to lend his support to the MD campaign and to begin tuning up for the Trans-USA series which starts next month.

Another purpose of the Boot Hill MX was to inaugurate a new cycle park being built in this Nevada mountain community, courtesy of the BLM. This new track was a very short, gnarly, uphill/downhill trail laid out in the bottom of a natural bowl that resembled a stadium course choked with brush.

A blistering hot day without a breath of air (except an occasional dust devil) continued the heat wave of the previous two months so that the track surface was knee deep bug dust laced with cue ball-sized rocks. Two water trucks running almost continuously had no effect except to leave a couple of surprise mud holes.

That these rotten conditions did not affect Hannah's performance showed that his talent, physical conditioning, and will to win have not eroded during his year-long layoff. You better believe it — Hannah is back!

Although the Hurricane was certainly the runaway favorite, the other Experts were not intimidated. They were all hyped up to make a showing against Hannah.

At the start of the first moto, three Maicos got off quicker than Hannah's year-old works Yamaha. "Gonzo" McElroy got the holeshot followed by National number Allen Berluti, riding out of Sportcycle-Reno, and Randy McQuade. McElroy dropped back immediately letting Berluti, McQuade and Hannah scrap for the lead.

McQuade flat rode the wheels off his old Magnum holding off Hannah for half the moto. But Hannah did get around and closed to within four seconds of Berluti — when he fell!

Hannah bounced up without losing a position and resumed his chase of Berluti. Then, Bill Buttram did a ferocious endo on the bumps leading to the big uphill and McElroy, in a gesture of sportsmanship, stopped to see how badly he was hurt. This created a minor bottleneck further slowing Hannah's pursuit. Nevertheless, Hannah just dialed in some more speed and passed Berluti two laps before the checkered flag and took the win.

At the start of the second moto, Hannah nearly looped out and had to shut off momentarily so that he hit the first turn second to last. McElroy and Berluti cleared the first turn one-two. Again, McElroy faded and Berluti moved to the lead.

Now the fans were treated to one of Hannah's patented come-from-behind drives as he carved through the pack like a shark through skin divers. He picked up third position by the third lap, second in another two laps and closed on Berluti. The two battled wheel-to-wheel in a thrilling display of riding talent for another five laps until Hannah pulled a brilliant block pass to move into control to win the moto and the overall.

Hannah pledged his winnings to the Muscular Dystrophy campaign and deserves a lot of credit for riding Boot Hill. It takes a big man for a star of his stature to risk injury in a local race to help out handicapped kids. Berluti also deserves a lot of credit for looking good against the former champion as he rode two classes that day (winning Open Expert) racing a total of 60 laps in that nasty dustbowl.

The Boot Hill MX raised $5000 for Muscular Dystrophy thanks to Hannah's appearance and the efforts of DRAN, the Storey County Sheriff's Jeep Posse, Sportscycle-Reno, Shirt Jazz, Flying W's and the many other people and businesses that contributed work, contingencies and money. Western States Racing Association, promoters of the Virginia City Grand Prix, pledged $1000; the Mason Valley MC pledged $150 and many other smaller pledges were given during the racing. All to help Jerry's kids.

Results

250 EX: 1. R. Hannah; 2. A. Berluti; 3. A. Kondas.
OPEN EX: 1. A. Berluti; 2. R. Buttner; 3. J. Cloutier.
OPEN JR: 1. S. Kenney; 2. B. Butler; 3. T. Dyer.
250 JR: 1. K. Truax; 2. R. Bartles; 3. C. Beck.
125 JR: 1. F. Edwards; 2. M. Elkins.
OPEN NOV: 1. E. Schacht; 2. L. Caudle; 3. J. Malchski.
250 NOV: 1. W. DelCarlo; 2. W. West; 3. G. Primm.
125 NOV DIV I: 1. J. Guess; 2. T. Fitzpatrick; 3. M. Riipi.
125 NOV DIV II: 1. S. Harjes; 2. T. Candee; 3. S. Brown.
VET EX: 1. R. Wyant; 2. J. McClinton.
VET JR: 1. T. Greene; 2. A. Bray; 3. R. Smedes.
VET NOV: 1. B. Jones; 2. R. Riipi; 3. D. Aungkst.
OT EX: 1. B. McClinton; 2. J. Hartman; 3. J. White.
OT JR: 1. L. Dossey.
OT NOV: 1. K. Watts; 2. J. Primmer; 3. J. Helling.
80 JR: 1. R. Kay.
80 NOV: 1. J. Adams; 2. C. Kay; 3. W. Lawrence.
100 SPTSMN: 1. G. Hess; 2. F. Forsberg; 3. H. Wink.
4-STROKE: 1. D. Brown; 2. R. Ince.

Hills Ferry ST thrillers to Chandler and Davidson

By Bill Spencer

NEWMAN, CA, AUG. 9

Saturday nights in the central California valley are really great, right around 11 p.m. when things cool off to a neat 80 degrees. So when the temps are around 100 during the day, the start of Hills Ferry Raceway short track can get a little behind waiting for the summer sun to set. All that notwithstanding, another great night of racing was in store for those who can handle the situation.

Winkie Freitas did the magical trip in the 100cc Expert class winning well despite an onslaught from P.J. Sanchez and Chris Carr. Jeremy Chisum continues to wipe up the 80cc Novice class. It was a full class with Mike Roehlk taking second.

Ronnie Hayes was the new 80cc Junior winner over Tony Mitchell. In the big time 80cc Expert class, it was Kurt Chandler coming from behind to pass Aaron Hill for the win with Chris Carr in for third.

Bart Wilkins won the combined 125cc Novice/Junior over Roger Kirk. Jim Eden survived the best of the full house 250cc Novice class, taking his Harley-Davidson to the win over Steve Fishcer and Brian Sansing. Former Mini whizzer Chris Roelhk was the big 250cc Junior winner in a good fight with Vance Sherfield and Randy Fisher. Trading the leads on this track is tricky, but despite some fancy sliding out at the end, all were safe.

The 250cc speed guys were next and it was to be a contest of survival at first when on the second lap, John Burnett fell taking Bruce Johnson and Mark Key to the wall. A red came and went and in the restart it was Dave Boyles, Key, Johnson, Moore and Chandler working on the troops from the middle of the pack once again. It doesn't seem to matter where the 14-year-old Kawasaki of Salinas rider is at on the first set of laps. As the troops got shuffled around and on the bubble of speed, Doug worked around each and every one to win the main fancily with Mark Key on the McGill Yamaha taking second over Johnson, Boyles and Ronnie Murphy who was in for fifth on the Yamaha Sports Center machine.

Mike Milla turned the 500cc Novice trick over Dave Painter while Chris Roehlk turned a double win for the night doing in Steve Nunes in the 500cc Junior main. Ted Davidson had little trouble winning the 500cc Expert main on his Bill Campbell-tuned, Bill Johnson, ND-sparked KR 500 Yamaha. Dwayne McCaslin tried to keep him honest and at the same time hold off the youngsters like Chandler, Moore and Jerry Lanning. Tough for an old man.

Results

100 EX: 1. Winkie Freitas (Yam); 2. P.J. Sanchez (Yam); 3. Chris Carr (Suz).
80 NOV: 1. Jeremy Chisum (Kaw); 2. Mike Roehlk (Suz).
80 JR: 1. Ronnie Hayes (Suz); 2. Tony Mitchell (Yam).
80 EX: 1. Kurt Chandler (Kaw); 2. Aaron Hill (Kaw); 3. Chris Carr (Suz).
125 NOV/JR: 1. Bart Wilkins (Kaw); 2. Roger Kirk (Suz).
250 NOV: 1. Jim Eden (H-D); 2. Steve Fischer (C-A); 3. Brian Sansing (Yam).
250 JR: 1. Chris Roehlk (Suz); 2. Vance Sherfield (Yam); 3. Randy Fisher (Yam).
250 EX: 1. Doug Chandler (Kaw); 2. Mark Key (Yam); 3. Bruce Johnson (Yam).
500 NOV: 1. Mike Milla (Yam); 2. Dave Painter (Yam).
500 JR: 1. Chris Roehlk (Suz); 2. Steve Nunes (Yam).
500 EX: 1. Ted Davidson (Yam); 2. Duane McCaslin (Hon); 3. Doug Chandler (Yam).

Boyles and Davidson split Lodi ST wins

By Bill Spencer

LODI, CA, AUG. 8

It was another short night of racing at Lodi Cycle Bowl as the Lodi M.C. sped up the show for some easy-does-it racing on the one-sixth-mile groove track. Despite a short entry list, David Boyles displayed some great racing style in winning the 250cc Expert main and Teddy Davidson is still unbeatable on the Bill Johnson/KR-framed TT500.

Young Jeff Bingham came out in fine fashion to win the 85cc Novice main over Eddie Rose, both Suzuki-mounted. Bob Black, the little, took top honors in the 85cc Junior class over Roger Faddy, both on Kawasakis. The 85cc Expert main was indeed a thriller with Aaron Hill doing a fine job of holding off Chris Carr for the entire event. The number one Black Plate holder rode a truly great race on his TV Service/Jorgy Suzuki, but just couldn't find a way around the Spinetti KX80. Winkie Freitas took the the third spot over Tommy Knight.

Marvin Dunham won the lightly contested 125cc Novice/Junior show while Steve Fishcer had the 250cc Novice win his way over Drake Schmit. Hal Hook rode the Jorgy Can-Am to the 250cc Junior win in fine fashion over Bob "Kid" Curry and Bobby Poole.

It was a six-man blanket job for the 250cc Expert main with Kim Jorgensen leading the foray over Dave Boyles, Mark Key, Dan Moore and Doug Chandler. Constant pressure from Boyles on the Champion CR250R paid off in the closing laps as he made a pass stick on the top rated Black Plate big kid.

Tom Rose had little trouble winning the 500cc Novice show and Teddy Davidson was once again unbeatable in the 500cc Expert main, holding back Danny Moore's Champion XR500.

Results

85 NOV: 1. Jeff Bingham (Suz); 2. Eddie Rose (Suz).
85 JR: 1. Bob Black (Kaw); 2. Roger Faddy (Kaw).
85 EX: 1. Aaron Hill (Kaw); 2. Chris Carr (Suz); 3. Winkie Freitas (Kaw).
125 NOV/JR: 1. Marvin Dunham (Yam).
250 NOV: 1. Steve Fischer (C-A); 2. Drake Schmit (Yam).
250 JR: 1. Hal Hook (C-A); 2. Bob Curray (Yam); 3. Bob Poole (Bul).
250 EX: 1. David Boyles (Hon); 2. Kim Jorgensen (C-A); 3. Mark Key (Yam).
350-500 NOV: 1. Tom Rose (Hon).
500 EX: 1. Ted Davidson (Yam); 2. Danny Moore (Hon).

Doug doubles, no, triples at Fremont ST

By Bill Spencer

FREMONT, CA, AUG. 6

It just had to happen. After winning five straight 250cc Expert main events at Fremont Raceway's Wednesday night short track series, 14-year-old Doug chandler not only took his Kawasaki of Salinas KX to its sixth straight win, but went on to win the 500cc Expert main for the first time this year.

He then *tripled* the whole works by winning the special money race dubbed the "King of the Bay." It has become a whirlwind of racing action as the young speedster continues to devastate all comers and set new records.

Chris Carr started out the 14-race main event program with a good win over P.J. Sanchez on his ND-sparked Jorgy Suzuki. The number one Mini Black Plate has picked up some technical support from Team Suzuki that should help his future.

In the 80cc Novices, yet another Kawasaki of Salinas rider is setting the pace for the checkered flags. Young Jeremy Chisum took his KX80 to the come-from-behind win over Jeff Pestana and just to keep Team Green envious, Joey Diaz beat out Ricky Diaz in the 80cc Junior class once again on a Kawasaki.

In the hot and heavy 80cc Expert main, it was once again Kurt Chandler doing the driving on his Salinas KX80 with excellent style over Winkie Freitas and Carr. Freitas led most of the show, but succumbed to the pressure of the fast tooter.

Dave Cabellero beat out Eric Kiser for the 125cc Novice/Junior class with Adam Sabedra the 250cc Novice winner over Lenny Cruze and Steve Fischer. The usual madhouse of 250cc animals saw Pete Murray take the 250cc Junior win over Caballero, both on ND-sparked Champion Yamahas breathed upon by Bud Martin while Ronnie Evans took third on the RC Cycles Yamaha.

Larry Krusemann got the lightning bolt start for this week's thriller 250cc Expert race along with Bruce Johnson, Dave Boyles, Jim Mertens, Danny Moore and Chandler about in the middle of things. Boyles dispatched Johnson as Mertens moved alongside while Moore and Chandler kept up their own battle.

By the third lap, Johnson had regained second and set up Kruseman when a four-man contingent swept by those two putting Boyles in front of Moore and Chandler. By lap eight, Chandler moved by Moore and before the white flew, went around Boyles and did his sixth straight 250cc win in fancy style. Another excellent main event.

Mike Ahm has little trouble keeping his Red Ahm Cycle Honda in the front part of the 360cc Junior class with John Carter once again second. Steve Carrillo out-horsepowered the 360cc Expert class with Rocky Malynn keeping him honest on his Bul over Kevin Hugill's Yamaha.

Ben Mosier is once again around the tracks watching Denny Mosier do some winning in the 500cc Novice class. Steve Nunes likes dad's track prep more and more and won 500cc Junior over Rich Kroske's Cycle Salvage Honda.

Bob Cunnington and Rick Eklund were never more surprised to see both Danny Moore and Doug Chandler sweep by them down the back straight in the opening lap of the 500cc Expert main with Chandler taking the point early and leading to the checkered for a truly wonderous double header victory. His first of that kind in some time panned out even more when the organizers came up with yet another event called the "King of the Bay" where they took 14 Experts and ran for all the money. Chanlder was so hot, he took that one with no sweat whatsoever. Wow, a triple! ●

Results

100 EX: 1. Chris Carr (Suz); 2. P.J. Sanchez (Yam).
80 NOV: 1. Jeremy Chisum (Kaw); 2. Jeff Pestana (Suz).
80 JR: 1. Joey Diaz (Kaw); 2. Ricky Diaz (Kaw).
80 EX: 1. Kurt Chandler (Kaw); 2. Winkie Freitas (Kaw); 3. Chris Carr (Suz).
125 NOV/JR: 1. Dave Caballero (Yam); 2. Eric Kiser (Yam).
250 NOV: 1. Adam Sabedra (Yam); 2. Len Cruze (H-D); 3. Steve Fishcer (C-A).
250 JR: 1. Pete Murray (Yam); 2. Dave Caballero (Yam); 3. Ron Evans (Yam).
250 EX: 1. Doug Chandler (Kaw); 2. Danny Moore (Yam); 3. David Boyles (Hon).
360 JR: 1. Mike Ahm (Hon); 2. John Carter (Hon).
360 EX: 1. Steve Carrillo (Yam); 2. Rocky Malynn (Bul); 3. Kevin Hugill (Yam).
500 NOV: 1. Denny Mosier (Yam); 2. David Printer (Yam).
500 JR: 1. Steve Nunes (Yam); 2. Rich Kroske (Hon).
500 EX: 1. Doug Chandler (Yam); 2. Danny Moore (Hon); 3. Bob Cunnington (Yam).
KING OF THE BAY: 1. Doug Chandler (Yam).

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Phillipsburg track proves excellent

By Mitch Rorabaugh

PHILLIPSBURG, KS, AUG. 17

"Like riding on a rail," "Just lean it and gas it," "I've never seen it so good," were just a few of the enthusiastic comments heard following practice at the Phillipsburg motocross. And no wonder...several inches of rain on the freshly disced track helped make many forget the previous two months of unusually dry, dusty weather.

Everyone seemed to be trying extra hard to go fast as it seemed essential not to waste such traction.

Steve Ellis was one of these and did it in a very convincing manner by winning both the 250 and Open Senior classes on his Suzukis.

Kevin Wagoner took the lead of the first 250cc Senior moto for half a lap before Ellis came blowing by after his runner-up start. Phillipsburg's own Dan Hoover maintained a secure third place throughout the moto until two laps from the end when a quick soil-sampling allowed Tom Kuhl by. Kuhl had himself fallen earlier in the moto and had moved back up rapidly.

Kuhl wheelied his Yamaha into the lead of the second moto ahead of Hoover, Wagoner and Ellis. Hoover missed a gear coming out of the third turn and was relegated to fourth as Ellis slipped past Wagoner for second.

Ellis stuck to Kuhl for two laps before making his move near the double jump to take the lead that he extended to the end. Kuhl held on to his second place while a ways back a real battle was building between Wagoner and Hoover. On the last lap, Hoover was still hunting for a chance to pass Wagoner and as they emerged from the back section, Wagoner was a very distant fourth after experiencing a probable crash.

Wagoner still claimed third overall behind Ellis and Kuhl.

It was Dan Hoover who led the start of the Open Seniors over Ellis, Dave Emerick and Randy Johnson. Near the end of the second lap, Ellis put a hair move on Hoover for the lead by squeezing by on the inside of a very tight switchback. The order remained the same to the checkered flag with Ellis far ahead of Hoover, who placed himself second over a distant Emerick.

Ellis managed his first holeshot of the day in the last Open moto and parlayed it into another win for the overall. After some arguing on the second lap when Hoover took over second from Emerick, Emerick came back to roll his Yamaha in for second place and second overall.

Craig Robl of Ellinwood, KS, overcame a fourth-place start in the 125cc Seniors to steadily move up to the lead and win in the first moto. J.D. Sanderson, who hasn't ridden a 125 for quite some time, was forced to borrow a Suzuki for this class after lunching a transmission in his 250 during practice. He went out and stole the holeshot, holding the lead until two laps from the end when Robl edged by.

Erin Batman held the runner-up position for most of the moto before Robl got by, and then Jeff Bargell on the last lap. Bargell also managed to get by Sanderson just several turns from the flag, after the three of them had freight-trained for the last few laps.

Sanderson got another holeshot for the second moto, but this time hung on for the win despite the constant pressures of Robl and Bargell. Robl had displaced Bargell for the second place slot on the second lap and the three ran the whole moto very tight, but unable to pass. Robl took the overall win over Sanderson and Bargell.

Results

MINI JR: 1. Brad Richards (Suz); 2. Vince Clark (Yam); 3. Jared DeBoer (Suz).
MINI SR: 1. Scott Ellis (Suz); 2. Kevin Wolf (Yam); 3. Bert Weaver (Yam).
100: 1. Corey Cope (Yam); 2. Dwain Worley (Yam).
POWDER PUFF: 1. Anette Goeken (Yam); 2. Deb Jones (Suz).
125 JR: 1. Bert Weaver (Yam); 2. Robert Vogt (Suz); 3. Kurt Ross (Suz).
125 SR: 1. Craig Robl (Yam); 2. J.D. Sanderson (Suz); 3. Jeff Bargell (Suz).
250 JR: 1. Curt Eveleigh (Yam); 2. Tim Reif (Yam); 3. Bret Weaver (Kaw).
250 SR: 1. Steve Ellis (Suz); 2. Tom Kuhl (Yam); 3. Kevin Wagoner (Yam).
OPEN JR: 1. Jerry Clason (Yam); 2. Tom Bohl (Yam); 3. Paul Schartz (Yam).
OPEN SR: 1. Steve Ellis (Suz); 2. Dave Emerick (Yam); 3. Dan Hoover (Yam).

Over 80 race Ross Downs' ST and MX

By Michael S. Lussem

COLLEYVILLE, TX, AUG. 16

Ross Downs saw the entry of over 80 racers in motocross and short track making it truly *the* place of north Texas this Saturday night.

The 80cc motocross main event featured 16 Junior and Senior riders lining up for five trophies. Last week's double short track winner showed he could still do it on the stadium track. Young Ross Duncan went from green flag to checkered flag with little or no competition. While Duncan's Yamaha YZ was outpowering the field, there was a heavy contest going on in the pack between Shawn Brassfield (Suz) and Mike Davis (Yam) with Davis eventually taking the second position.

The most exciting motocross race of the evening found the 250/Open Amateurs do battle as 14 riders made it to the starting line. When the dust had settled, only figuratively, at the first turn, Bobby Tate on a Kawasaki was the leader. Tate's big KX was hotly pursued by Danny Ball (Kaw) and Mike Watkins (Yam) for the entire distance with the contest for second being the most exciting as Watkins and Ball changed places more than five times. At the checkers it was Mike Watkins by less than a wheel over Ball as Bobby Tate never looked back and took the win.

Though the 125/Open Expert class was fairly small, considering the 150% payback, it was a dynamite race with David Jones (Suz), David Myers (Hon), and David Mootz (Hon) finishing one, two, three. The final outcome was not decided until lap seven of the eight lapper as Jones turned on the power to the standing ovation of the Ross Downs crowd.

The Mini bike and smaller classes of short trackers were poorly represented with the highlight of the events being in the 80/100cc combined. Tubby Dotson, out of Dallas Yamaha, had the field for six and a half laps when disaster struck! Coming down the front straight, Dotson's exhaust pipe came unglued and risking a seized motor, he continued. Dotson was quickly passed by Jimmy Thompson on a Carter's Yamaha and 80cc rider Duane DuVall (Yam). Young Dotson has been trying all year for a convincing win in the 100cc class, but it will have to be another time.

The 250cc Trophy class saw a real upset as DuVall, on a 125cc Yamaha, stuck it to the field. Thirteen-year-old DuVall showed racers more than three times his age that he is a power to be reckoned with. In what DuVall considered a tune-up to the Nationals in Topeka, KS, next week, he led the class from start to finish with only an occasional assault by 250cc-mounted Craig Louis (Yam) and Pat Kennedy (Bul).

Again the contest was for second place as Louis and Kennedy swapped places several times in the eight lapper. Louis was eventually second-place trophy winner as Kenndy's Bultaco kept the rest of the field at bay.

The final event of the evenings, 250cc Expert saw 11 Pros competing for four payback positions. Two National number holders, Braddy and Steve Gulledge, were in the contest but only Braddy placed as the Ross Downs regulars took the other three positions.

Ector, TX, native Bill White on a Jack White-prepared Yamaha showed why he switched from Can-Am halfway through the season. White powered his machine through 10 tough laps to hold off Braddy and take the win.

Steve Pendergraft of Ft. Worth, aboard a Big "D" Yamaha, just couldn't catch the leaders, but did stave off competition from Bultaco-mounted Rusty Patillo for third place money. Patillo, though, did well for the evening as he won the Trophy Dash from Braddy and Pendergraft.

Results

MOTOCROSS
80 JR/SR: 1. Ross Duncan (Yam); 2. Mike Davis (Yam); 3. Shawn Brassfield (Suz).
125 AM: 1. Ed Cook (Suz); 2. Zeke Brock (Yam); 3. Gary Keel (Yam).
250/OPEN TROPHY: 1. Bobby Tate (Kaw); 2. Mike Watkins (Yam); 3. Danny Ball (Kaw).
125/OPEN EX: 1. David Jones (Suz); 2. David Myers (Hon); 3. David Mootz (Hon).
"DASH FOR CASH:" 1. David Jones (Suz); 2. David Myers (Hon); 3. Larry Eberhardt (Suz).
SHORT TRACK
MICRO MINI: 1. Greg Teague (Suz); 2. Tim Kay (Suz); 3. Kris Wise (Suz).
60: 1. Michael Hale (Yam); 2. Chrissa Douglas (Yam); 3. Trace Polson (Yam).
80: 1. Duane DuVall (Yam); 2. Greg DuVall (Yam).
100: 1. Jimmy Thompson (Yam); 2. Tubby Dotson (Yam).
250 TROPHY: 1. Duane DuVall (Yam); 2. Craig Louis (Yam); 3. Pat Kennedy (Bul).
OPEN: 1. Bret Braddy (Yam); 2. T.J. Houghton (Yam); 3. Steve Pendergraft (Tri).
250 EX: 1. Bill White (Yam); 2. Bret Braddy (Yam); 3. Steve Pendergraft (Yam).
TROPHY DASH: 1. Rusty Patillo (Bul); 2. Bret Braddy (Yam); 3. Steve Pendergraft (Yam).

Duncan scores double ST win at Ross Downs

By Michael S. Lussem

COLLEYVILLE, TX, AUG. 9

Under the threat of Hurricane Allen, Ross Downs welcomed several Houston area MXers and short trackers to its weekly double header.

It was "crash-and-bash" night for the motocrossers as the Ross Downs stadium track was run counter-clockwise. Hot contests were seen in all classes with D.L. Wood (Youth/Adult 80cc), Ed Cook (125cc Trophy) and Dan Ball (250-Open Trophy/Professional) showing the largest field of MXers this season how to do it on the very tight infield track.

In the 125cc event, Ed Cook (Suz) showed winning form in both his heat and main as he took it to the limit over the jumps, bumps and berms of the tortuous Ross Downs track. Cook bested the field of 15 riders and when the dust settled, the winner's circle saw Bobby Hawk (Suz), Mike Frank (Hon) and Zeke Brock (Yam) getting trophies for second through fourth respectively.

The last class of motocross for the evening, 250-Open, was combined as only one professional machine was fielded and the Amateurs ruled the day. Dan Ball on his big green Kawasaki held off John Ruble on a converted Honda 250 trials bike to take the win.

Also during intermission, the traditional Ross Downs "Trophy Dash" for short-trackers was held, pitting the six fastest 250cc Experts against each other in a quick four-lapper. National number holder Steve Gulledge out of Ray-Sue Racing and Dallas Yamaha showed a prelude to the Expert main as he took the field and the purse from Royal Sherbet, Ross Downs promoter.

The Micro Mini Automatic class saw the continuing battle between 5-year-old Greg Teague and Tim Kay end up this week with Teague on top.

The 60cc short track class saw Michael Hale do what he has done all year by taking his little Yamaha around all class competitors in a race that was made interesting only by the outstanding style of the youngster.

The 100cc event proved to those few doubters why Ross Duncan is an AMA national champion. Duncan, on his Carter's Yamaha, stuck it to his weekly rivals of Duane Duvall and Jimmy Tarleton in an easy win as Jimmy Thompson retired with motor trouble. The 14-year-old Duncan then changed machinery and went to do battle with a large field of 250cc Sportsmen. Riding a 175cc Carter's Yamaha, Duncan scored a hard fought win over Dallas-Fort Worth Honda-sponsored Greg Harrison whose XR250 didn't have the power of Duncan's 175.

This was not the first time Ross Duncan has scored a double as many Ross Downs regulars remember several weeks ago when the young man did a triple with wins in his two regular short track classes and a victory in the 80cc MX too!

The Open class short trackers were present in force as Yamaha and Honda thumpers contested Bultacos and a lone 750cc Triumph. Young T.J. Houghton on a Carter's Yamaha 500 fought off attacks by Bultaco-mounted Odell Davis and the Dallas-Fort Worth Honda 500 of Greg Harrison. Houghton, who is only 15-years-old, is biding his time until he can get his Professional license — so watch out California!

The final event was the 250cc Expert main which saw 12 riders compete for four payback positions. It also saw the return of Steve Gulledge, National numer 33, to his home track. Gulledge, who had already won the "Trophy Dash," took his Ray-Sue Racing/Dallas Yamaha past the field and on to the easy win. The real contest was for second place as T.J. Houghton on his Carter's Yamaha swapped back and forth with Rusty Patillo on his Bultaco Unlimited 250 with young Houghton just slipping by the veteran Patillo at the checkers.

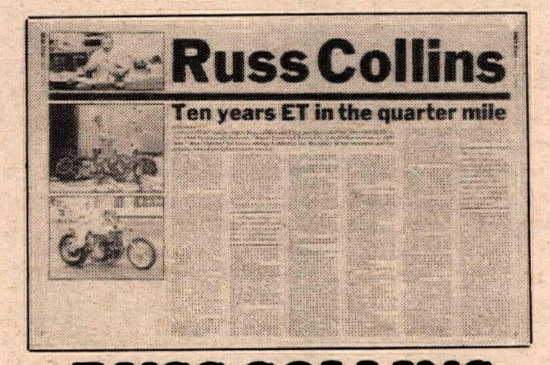
With the marked increases being seen in the weekly MX and short track entries, promoter Royal Sherbet will be holding the Mid-America "Championships" over the Labor Day weekend with short track racing on August 29 and stadium motocross on August 30. ●

Results

MOTOCROSS
80cc YOUTH: 1. D. L. Wood; 2. Eddie Martinez; 3. Richard Patterson.
125 AM: 1. Ed Cook (Suz); 2. Bobby Hawk (Suz); 3. Mike Frank (Hon).
250cc OPEN COMB PRO-AM: 1. Dan Ball (Kaw); 2. John Ruble (Hon); 3. Larry Eberhardt (Suz).
"DASH FOR CASH:" 1. Larry Eberhardt (Suz).
SHORT TRACK
MICRO MINI: 1. Greg Teague (Suz); 2. Tim Kay (Suz); 3. Kris Wise (Suz).
60cc: 1. Michael Hale (Yam); 2. Chrissa Douglass (Yam); 3. Michelle Densmore (Yam).
80cc: 1. Todd Haas (Yam); 2. Rock Sweet (Yam).
100cc: 1. Ross Duncan (Yam); 2. Duane DuVall (Yam); 3. Jimmy Tarleton (Yam).
250cc TROPHY: 1. Ross Duncan (Yam); 2. Greg Harrison (Hon); 3. Rubby Dotson (Yam).
OPEN: 1. T.J. HOughton (Yam); 2. Odell Davis (Bul); 3. Greg Harrison (Hon).
250cc EX: 1. Steve Gulledge (Yam); 2. T.J. Houghton (Yam); 3. Rusty Patillo (Bul).
"TROPHY DASH:" 1. Steve Gulledge (Yam).

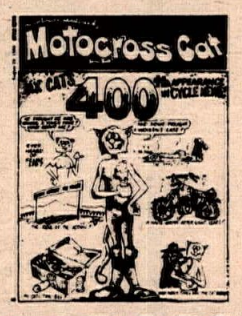
KENNY ROBERTS WAS HERE.

HANK SCOTT WAS HERE.



RUSS COLLINS WAS HERE.

JOHNNY O'MARA WAS HERE.



MOTOCROSS CAT WAS HERE.

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Mike Bruso — Power Enterprises
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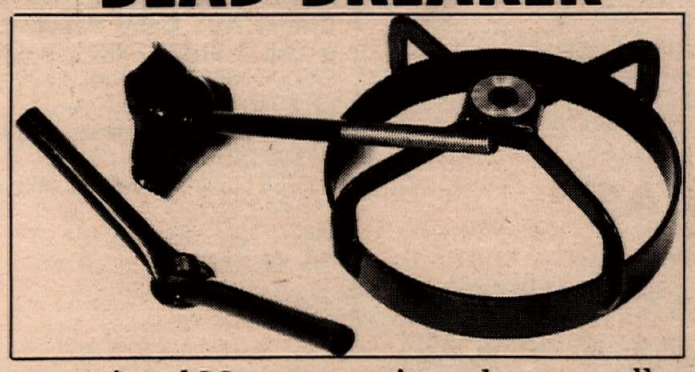

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(714) 781-5849

THE LATEST POOP
BY PAPA WEALEY

(Continued from page 3)

the 125cc Pro race at Sacramento Raceway on Aug. 1, not the fellow listed in the race report that ran last week. And Bob Brown, father of minicycle ace Scott Brown, called to say that Scott won four NMA Championships at Ponca City, not three as the report said. They are: 60cc Stock, 60cc Modified, 83cc Modified Intermediate 9-11, and the 9-11 105cc Open class.

There will be a couple of neat one-day reliability trials in Big Sky country this month. The first one will be on 9/7 at the Lumberjack Saloon in Lolo, MT, and the next is on 9/21 at Sleeping Child Hot Springs in Hamilton, MT. Both events pay MIMA points and have 100 rider limits. Entries are $15, non-members pay $17 and pre-entry is open to the day before each event. Contact Larry Hamilton for more info at 406/273-6909.

Kent Howerton has just purchased a 285 acre ranch near his home in San Antonio, Texas. "It's on rolling hills with Oak trees all over. There's even an old oil well on it that was dug in the '20's--we're going to check it out." Howerton also bought a bulldozer to build a practice track on the property.

Want to hear another hot rumor? OK, how about this one: Honda will introduce Pro-Link CR-model motocrossers for '81, and one of them will be in the 460-470cc range. Another unconfirmed story has Pro-Link XR-series Hondas in your future.

Want to speak out on ORV issues but don't know how? Papa received a CORVA Orientation Program from the Thumper Freak last week, and it's a wealth of information. Included are a list of important addresses to write to, a copy of CORVA's official stand on the CDCA Draft Plan, a how-to sheet on making your views heard, a sheet dealing on "How to get the most out of every letter," tips on how to write effective letters and a few samples of good letters. Contact Rick Gochnaur (aka Thumper Freak), Secretary Southern Region, 8201 Vista del Rosa, Downey, CA 90240 or phone 213/862-3975. Here's your chance to do something.

"There's no evidence that it will help but...NHTSA pushes mandatory cyclist education," reads the headline on page one of the Insurance Institute for Highway Safety *Status Report* newsletter. The first sentence continues: "The National Highway Traffice Safety Administration (NHTSA) is urging states to adopt mandatory motorcycle rider education, but the agency admits there is no proof it won't expose more young people to death and injury." The newsletter contends that rider education will entice more people to ride motorcycles, but without decreasing the accident rate, thus causing more accidents. They contend that no organized studies have proven motorcycle rider education will improve motorcyclists' accident rate. The *Status Report* is published at Watergate 600, Washington, DC 20037. Their phone number is 202/333-0770, and the editor is Paul C. Hood.

AFM North has rescheduled a rained-out March race to 9/21 at Golden State Intl. Raceway.

Boss Motocross races at Hills Ferry Speedway have been cancelled until further notice.

Suzie Mann, formerly with R.C. Engineering's P.R. department, is now back helping out the S&W folks. Suzie's recovering from — as she and Roger Hull put it — an accident in "one of those dangerous quadracycles." In other words, she got tail-ended while driving a car on the freeway and is still suffering the effects of whiplash while preparing for a trip to the French ISDT.

Having announced his retirement from MX, five-time 500cc World Champion Roger DeCoster will make his last appearance as a member of the Belgian team in the September 14 Motocross des Nations in England.

Apologies are being extended to all concerned by the AMA and D.I.D Seems the AMA informed D.I.D that Eddie Lawson's Kawasaki was equipped with a D.I.D chain while winning the Pocono Superbike race. That was in error, as the bike was equipped with a Tsubaki chain. D.I.D advertised "their" win only to find out that the win was Tsubaki's.

The Motorcycle Safety Foundation has announced their 1980 awards program recognizing outstanding acheievements in motorcycle safety programming. Four categories are included in the competition: (1) The John E. Harley Memorial Award acknowledges an individual's outstanding contribution toward improved motorcycle safety in the United States. (2) The State Recognition Award honors the state making the most significant advances in motorcycle safety in the areas of education, licensing, legislation, public information and research on motorcycle safety. (3) Motorcycle Safety Education Awards will be presented to the top three motorcycle safety education programs in the United States. To be eligible a program must run for two consecutive years and train a total of 200 (or more) students during that period. (4) The Distinguished Dealer Awards recognize the contributions of motorcycle dealers who actively support motorcycle safety education by loaning cycles and giving other assistance. A maximum of 10 awards will be given in this category. To be eligible a dealer must loan at least six cycles per year to courses for three successive years. Awards for rider education programs, state motorcycle safety programs and dealers contributions will be given for programs taking place in 1980. The John E. Harley Memorial Award is not restricted to the 1980 time period. Deadline for entries is December 1, 1980. Judging, by a panel of safety experts, will take place in Washington, D.C., in January 1981. For a brochure describing the awards program entry format and criteria for judging, write the Awards Program, Motorcycle Safety Foundation, 780 Elkridge Landing Road, Linthicum, Maryland 21090.

RESULTS

TCCRA Race #811
Rocky Ridge Cycle Ranch
Decatur, TX
Aug. 17, 1980
By Cindy Lane

100 AM	
Dean Lane	Yam
Darren Rase	Yam
Wade Godwin	Yam
125 AM	
Scott Laske	Yam
Dwayne Gensler	Yam
Mike Terrell	Suz
200 AM	
Duane Horton	Hon
Keith Hunt	Yam
David Falmar	Suz
250 AM	
David Price	Hon
Joesy Sikes	C-A
John Feisthaned	Suz
OVER 30	
Buford Akers	Yam
Melvin Goodgion	Suz
Brooks Blair	Hus
OPEN AM	
Robert Milligan	Hus
Bobby Lucas	KTM
Chuck Matheny	Yam
OVER 40	
Norman Delamar	KTM
Richard Myers	Mai
Howard McGirt	Yam
MINI JR	
Darrell Lamance	Yam
Brian Bulla	Suz
Charlie Miller	Hon
MINI SR	
David Mucky	Yam
D.L. Wood	Suz
Robert Strickland	Yam
PRO	
Randall Tarter	Yam
Mike Connell	Hus
David Greenhill	KTM
OPEN EX	
Jody Austin	Hus
Ray Grippin	KTM
Lonnie Vann	Yam
250 EX	
Randy White	C-A
Steve Starnes	Hon
Marty Layland	Yam
OVER 30 EX	
John Paytner	Yam
D. Ritter	Yam
Victor Ostrowsky	Hus
200 EX	
Dane Watson	Yam
Stuart Connell	KTM
Brian Martin	Yam
125 EX	
Andy Cleveland	Yam
Dickie Hentzen	Hon
Scott Grippin	KTM

Speedway
Adams County Fairgrounds
Denver, CO
June 25, 1980
By Ralph Currier

SCRATCH MAIN	
Bob Borg	
Cris Richardt	
Mark Gibson	
Larry Isles	
HANDICAP MAIN	
Bob Borg	
Cris Richardt	
Mark Gibson	
Gus Bordner	
Tom Dickerson	
Larry Isles	

AME Motocross
Sprockets Park
Bakersfield, CA
Aug. 9, 1980
By Laura Richard

ALL PRO	
Greg Torgerson	C-A
Danny Thompson	C-A
Allen Hopper	Suz
500 INT	
Brand Johnson	Yam
Mike Lopez	Yam
Ron Wade	Suz
250 INT	
Brand Johnson	Suz
Mart Block	Suz
Mike Lopez	Yam
125 INT	
Chris McCauly	Suz
Darin Layton	Yam
Gene Stephens	Szu
500 JR	
Kenneth Renaux	Suz
Bryan Kennedy	Yam
Tim Conner	Yam
250 JR	
Joe Roark	Kaw
Mark Selbach	Yam
Todd Rogers	Yam
125 JR	
Steve Leonard	Suz
Shawn McKeown	Kaw
VETS EX	
Stewart Rogers	Yam
VETS JR	
Lee Drewery	Mai
Bill Springman	Yam
Carl Casanova	Yam
100 INT	
Gene Stephens	Suz
James Bennett	Suz
Eric Silgero	Suz
100 JR	
Raymond Peyson	Suz
83cc MINI INT	
Lance Johnson	Suz
Jim Heiser	Yam
83cc MINI JR	
Wesley Furrh	Yam
Jasen Martin	Suz
Chris Cole	Suz
60cc MINI INT	
Danny Lamb	Yam
60cc MINI JR	
Kayle Johnson	Suz
Jeff Reynolds	Suz

Motocross
Motorcycle Raceways, Inc.
Oklahoma City, OK
July 12, 1980
By Rebecca Sands

PEE WEE	
Steve Petree	Suz
Johnny Abney	Ita
Kelli Collins	Suz
MINI MINI	
Brian Harris	Suz
Shane Clure	Suz
Ron Ainsworth, Jr	Yam
MINI JR	
Jimmy Johnson	Suz
Teel McElroy	Yam
Shawn Brassfield	Kaw
MINI SR	
Allen Whitaker	Yam
Jay Jones	Suz
Brian Yelton	
BEGINNERS	
Grant Nibel	Kaw
John Parker	Kaw
Sonny Keyes	Kaw
OVER 30	
Kenny Butler	Mai
Scotty Creed	Mai
Henry Rhodes	Mai
100 AM	
Greg Baker	Hon
Anthony Gossman	Yam
Scott Roberts	Yam
125 NOV	
Robert Felix	Yam
Adam Stout	Kaw
Jeff Flanagan	Yam
125 AM	
Kenny Castor	Yam
Greg Baker	Hon
Joe Heinrick	Hon
125 EX	
Clay Hoenshell	Yam
John Baker	Hon
Steve Bayles	Yam
250 NOV	
Mark Young	Mai
Paul Self	Suz
Rick Green	Yam
250 AM	
Pooder Hopkins	Kaw
Guy Cooper	Hon
Craig Cook	Hon
250 EX	
Trey Jorski	Kaw
Clay Hoenshell	Yam
Scott Cook	Hon
OPEN NOV	
Mel Smith	Yam
Pete Doonkeen	KTM
David Benson	KTM
OPEN AM	
Richard Hopkins	Kaw
Dale Miller	Kaw
Marvin Mussyal	C-A
OPEN EX	
Mark Dennison	Yam
Mike Smith	Yam
Jere Fletchall	Yam

ZAP Motocross
Fremont Raceway
Fremont, CA
July 27, 1980
By Greg Kleist

PEE WEE	
Jimmy Gilbert	Yam
MINI 9-11	
Tyrome Earl	Yam
MINI 12 & UP—NOV	
Scott Cummings	Yam
Bobby Hall	Suz
Robert Davis	Yam
Todd Mitchell	Yam
Steve Gilbert	Yam
MINI 12 & UP - NOV	
Troy Joyce	Suz
100cc	
Dave Garmony	Yam
Mike Lofano	Suz
Dan Tarp	Suz
Steve Gililland	Yam
125 NOV DIV 1	
Mike Lowrey	Yam
Raymond Flow	Suz
Dan Vidmar	Suz
J.D. Harris	Suz
125 NOV DIV 2	
Ron Schreier	Suz
Jon Cross	Suz
Keith Kanady	Suz
Paul Tuttle	Suz
125 NOV DIV 3	
Danny McDonnel	Suz
Dan Boles	Yam
Angelo Guinasso	Suz
Andrew Norrish	Yam
Jeff Cunningham	Suz
125 INT	
Roger Intorf	Yam
Garvin Andrews	Suz
Don Poetzsch	Yam
125 PRO	
Jeff Watts	Yam
James Cressa	Yam
250 NOV DIV 1	
Phil Bribnau	Kaw
Jon Moniz	Kaw
Brent Krick	Yam
Keith Kanady	mai
250 NOV DIV 2	
Steven Wittmer	Hon
Mike Sutton	Mai
Allex Chellew	Yam
Tom Wittmer	Yam
250 INT	
Mike Muldoon	Yam
Kirk Webster	Yam
Mike Subocz	Hon
Ken Carlson	Hon
250 PRO	
Larry Wosick	
Donnie Hawkins	Yam
Craig Wessel	Yam
Troy Deherrera	Yam
Shawn McConn	Yam
OPEN NOV	
Brent Krick	Yam
Paul Montgomery	Hus
Tom Conklin	Hus
OPEN INT	
Matt Arena	Yam
Todd Graybeal	Yam
OPEN PRO	
Neal Snarr	Yam
VET — NOV	
Robert Tomschin	Suz
Larry Baker	Kaw
VET — EX	
Rich Schillin	Mai
OT	
Tom Kitajima	Yam

Motocross
Sand Hill Ranch
Brentwood, CA
Aug. 23, 1980
By Jeri Hopper

80 NOV	
Michael Menjares	Suz
100 NOV	
Mike Callanta	Yam
125 NOV	
George Hopper	Yam
David Dunhan	Suz
125 JR	
Tony Souza	Yam
250 NOV	
Rich Powell	Mai
Dan Whaley	Yam
250 JR	
Gary Plaatje	
OPEN NOV	
Tim Phillis	Yam
Scott Olnby	Yam
Dyrk Schmidt	Hus
EX	
David McRae	Mai
Gary Murphy	Hus
VET/OT	
Mark Baker III	Yam
Pat Hughes	Yam

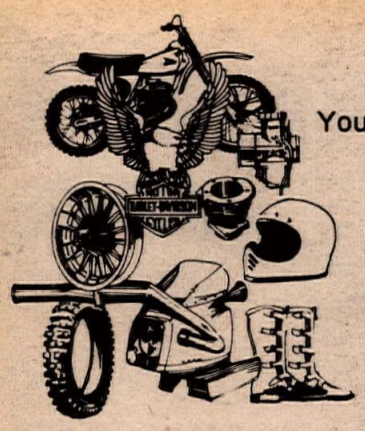
TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

FOR WHOM THE BELL TOLLS

The Jack Pine Run is an enduro with 57 years of history behind it, and a new champion representing it: Darryl Kuenzer. Darryl, on a 250 KTM, ripped through the 200-mile event, proving just how well Darryl knows the sand, mud and water of Michigan. In fact, he has won 8 out of 11 Michigan qualifiers in 1980, in addition to the overall win at Jack Pine. As winner of Jack Pine, Darryl will be wearing the traditional cowbell award around his neck before next year's event. So at least before the 1981 Jack Pine his competitors will be able to hear him coming.

KTM: The best just got better.



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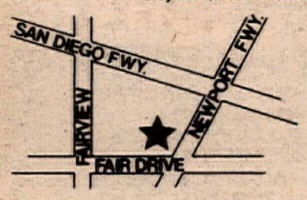

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CALENDAR

CHAMPIONSHIP EVENTS

1980 AMA/Winston Pro Series Schedule

9/7	Syracuse, NY/M
9/14	Tulsa, OK/H-M
9/21	San Jose, CA/M
10/4	Gardena, CA/H-M

All dates & locations subject to change

1980 AMA Supercross Series Schedule

10/25	San Diego, CA

1980 Trans-USA Series Schedule

9/21	Lexington, OH
9/28	Buchanan, MI
10/5	New Berlin, NY
10/12	Braselton, GA
10/19	Sears Point, CA

1980 AMA National Enduro Schedule

Central Region

10/5	100 mi. Nat'l IN/IL/KY Enduro Riders Ass. Evansville, IN 812/867-2937
10/19	100 mi. Nat'l Forest City Riders Rockford, IL 815/399-9233
11/9	Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Eastern Region

10/12	150 mi. Nat'l. Enduro Riders Assn. Columbus, OH 614/272-8146

1980 NMRA Drag Race Schedule

10/4-5	Atco Dragway Atco, NJ
**10/18-19	Ontario Motor Speedway NHRA World Finals Ontario, CA

*Pro Stock Bike event only
**Top Fuel Bike event only

1980 IDBA Drag Race Schedule

9/13-14	Lone Star Nationals Houston, TX
10/11-12	World Finals Gulfport, MS

1980 Dragbike! Race Schedule

9/6-7	Longhorn Natls. Green Valley Race City Dallas-Ft. Worth, TX
9/14	Orange County Classic Orange County Intl. Raceway E. Irvine, CA
9/27-28	Southernationals TBA
10/18-19	Okie Classic Tulsa Intl. Raceway Tulsa, OK
10/25-26	Florida State Championships Speed World Orlando, FL
11/22-23	National Finals Gainesville, FL

1980 SCORE Race Schedule

9/27-28	Off Road Championship CANCELLED Sonoma, CA
11/4-7	Baja 1000 Ensenada, BC

1980 AMA National Hillclimb Series

9/14	Freemansburg, PA
9/21	Jefferson, PA
10/12	Oregonia, OH

1980 AMA Regional Motocross Series

Central Region

10/5	Lake Whitney, TX Rio Bravo MX 713/482-7593
10/12	Austin, TX Rio Bravo MX 713/482-7593
10/19	Lake Whitney, TX Rio Bravo MX 713/482-7593

Tentative 1980 AMA/NATC Observed Trials Series

10/4	Colorado
10/5	Texas

1980 AMA Superbike Series Schedule

10/5	Daytona Beach, FL Pro-Am Series

1980 AMA Regional Dirt Track Series

Western Region

9/26	Gardena, CA/H-M

Central Region

9/28	Oklahoma City, OK/H-M

World Championship Endurance Road Race Series

9/7	TBA/Italy
9/13-14	Bol d'Or, Paul Ricard France/24 hr.
9/23	Brands Hatch, England/1000 Km.

Other Major U.S. Events

9/21-27	Wendover, UT Bonneville Speedweek
10/4-5	Zumbro Falls, MN AMA Amateur MX Natl. Final
11/1-2	Carlsbad, CA Superbikers

Other Major Events Abroad

9/5	Sweden World Individual Speedway Championship
9/7	France Trophee des Nations
9/14	Great Britain Motocross des Nations
9/14	West Germany Long Track World Championship
9/21	Poland Team Speedway World Championship
9/22-27	France ISDT

EVERY WEEK

Wednesday

CMC MOTOCROSS
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. Gates open 5 p.m., sign up to 6:30, prac. 6-7, race 7:30. 150% Pro p.b. CMC lic. req. Entry $10 (no gate fee for riders). Watch $4.00 Jrs. $2.50, kids $1.50. New lights, Over 30 every wk. Info 714/557-3323.

CMC MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to jct. 117, go E 5½ mi., end of Brown Field airport. Coca Cola $7500 Stadium MX, all classes, $3000 rider insurance, free parking. Gates open 4:30 p.m., prac. 6-7, race 7:30. Entry $10, watch $4, 9-14 $2. Info 714/420-7414.

SPEEDWAY RACES
National Orange Show Fairgrounds, San Bernardino, CA S.B. Fwy. to Orange Show Rd. exit. Free parking and programs. Entry $7, mech. $5. Watch $4, 6-12 $.50. Races start 8 p.m. Info 213/446-0969.

Thursday

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 at Sand Canyon, I-405 at Irvine Center Dr. Gate opens 5 p.m., prac. 6, race 7. Entry $15 Pros, $8 non-memb., $6 RACE memb. (admission not inc.). Admission $3.50, students $2.50, children $1. 100% Pro p.b. 30% brass. Info 714/552-5511.

AMA SPEEDWAY
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. $1,165 purse, ¼ mi. track, 22 events. 1st & 2nd Div. only. Sign up 5 p.m., race 8. Watch $4, 13-16 $3, 9-12 $1.50. Info 213/321-5323, 323-5055.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 E Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 5 p.m., prac. 7, race 8. Entry $10. 80% Ex. p.b. Spect. $4. D-36 numbers & colors a must. Tom Anderson 415/798-5695, 634-3328.

SPEEDWAY RACES
Orange County Fairgrounds, Costa Mesa, CA. 8:00 p.m. Admission $4.50, Jrs. 12-15 $3, 5-11 $1. Info 714/492-9933.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. Gates open 5:30 p.m., sign up to 7, prac. 6-7:15, race 7:30. Nov/Int/Ex/Pro classes for 125/250/Open. Minis/PP/Vet/OT/Ody race separate, min. 8 riders. 30% same night brass, 125% Pro p.b. Entry $10, watch $4, Info 916/363-2646.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore All classes. For info: Leonard Smith, 700 SE 10th, Pryor OK 74361. 918/825-3049.

TEXAS

TEXAS NIGHT MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track

changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. starts 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

UTAH

BONNEVILLE NIGHT MOTO-CROSS
Bonneville Raceway Park, 6555 W. 21st South, Salt Lake City, UT. 12 mi. W of town on 21st South W-bound. All classes from Pee Wee to Pro inc. Ex. class for trophies only. 100% Pro p.b., 20% trophies. Rest rooms, concessions, padded seats. Gates open 4:30 p.m., sign up to 6, race 7:30. Entry $8, Pros $10, watch $3. Bonneville MX Assn. Info 801/250-2600.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $10, Pros $15. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

CENTRAL CAL SPEEDWAY
Caruthers Fairgrounds, Caruthers, CA. From N: Hwy. 99 S to 41 E to Mtn. View & frgrds. From S: Hwy. 99 N to Caruthers-Mtn. View offramp, E to end. Central Valley Speedway Club. Info 213/589-5050, 714/521-2556, 209/683-7730.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

D-36 SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of Chico on Hwy. 99E & Gage-Shippee Rd. All Mini classes to 100cc; 125, 250 & 500cc Sptsmn. & Semi-Pro. High pt. trophies, handicap events. No rider insurance. Class C traction & full leathers req. Gates open 4:30 p.m., prac. 7, race 8. Entry $8, Semi-Pro $4, 2nd bike $6, watch $3. Sheila 916/534-8955.

IDAHO

IESRA SHORT TRACK
Triber's Stateline Speedway, Stateline, ID. 20 mi. E of Spokane, WA, on I-90. 50-750cc, 100% purse. 50-125s trophy only, 250s 20%, 500s 30%, Open 50%. Entry $4, Pros $6. Silencers & class C traction req. Prac. 7 p.m., race 8. Rob Simon 208/773-5890.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

TEXAS

TEXAS MOTOCROSS AND SHORT TRACK
Ross Downs Speedway, 6500 Hwy. 26 (old Business 121), Colleyville, TX. Btwn. Ft. Worth & Grapevine. Micro Mini thru Open Ex. 150-300% p.b. for MX & ST Ex. Entry $6, Ex. $10. Royal Enterprises 817/498-7304

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next U.S. Customs Building. Gates open 8:00 a.m. to 6:00 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

OREGON

OPEN SPORT RIDING/FLAT TRACK/MOTOCROSS
Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for $5. 503/479-2405; 476-8829.

September 5

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only: $9 Sptsmn., $12 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $9. Prac. 7 pm, race 8 pm. All classes. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

September 6-7

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

September 6

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes inc. ATC, 30% trophies, cash p.b. to Pros. AME lic. req. Post entry $9, Pros $12. Prac. 7 p.m., race 8. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AMA NIGHT MOTOCROSS
Saguaro Raceway, Tucson, AZ. I-10 to Palo Verde S to Hughes Access Rd., 2½ mi. on left. All classes, MX, flat track, go karts. Gates open 4:30 p.m., prac. 6, race 7. 30% trophies (100% to Mini Beg & Nov.), 100% Ex. p.b. Entry $8, non-ARC memb. $10, Pros $15, gate $3, under 12 $1. Info 602/795-2238.

ARIZONA MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1¼ mi. W of 99th Ave. & Carefree Hwy: Beg.-Ex., 100% p.b. Gates open 4:30 p.m., prac. 5:30. Entry $10, Ex. $14. T. Timmons 602/931-3696.

September 7

AMA HALF-MILE
South West Washington Fairgrounds, Centralia, WA. Exit 79 off I-5. 60-Open Sptsmn., 250 & Open Semi-pro. $600 min. purse. O/N camping & hook-ups @ track, covered stands. Entry $8, Semi-pro $12. Brad Mills 206/736-8423, 0113.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126, [illegible] classes. 2 long motos [illegible] for Pros. 2 motos & [illegible] for Sptsmn. Entry $10/$15 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

SAN DIEGO QUALIFIER

ONE-DAY RELIABILITY TRIALS
Lumberjack Saloon, Lolo, MT. MIMA pts., free camping, beer & food avail. 100 rider limit, shovel req. Entry $15, non-memb. add $2. Pre-entry open to 9/6. Larry Hamilton 406/273-6909.

CRC CARLSBAD GRAND PRIX
Carlsbad Raceway, Carlsbad, CA. SE of Oceanside, I-5 to Palomar Airport Rd. San Diego qualifier, CRC pts. CRC memb. req. Mail $16 & 2 SASE to CRC, 7601 Arlington, Riverside, CA 92503. 714/689-6114.

SEATTLE M.C. MOTOCROSS
Jolly Rogers Raceway, Kent, WA. I-5 Exit 152, rt. on 42nd, rt. on 216th, left on 40th. AMA-sanc., all classes, 100% Pro p.b. Entry $8.50. Doug Eyers 206/244-8874.

D-36/MARYSVILLE MOTO-CROSS
"E" St. Track, Marysville, CA. 40 mi. N of Sacto on Hwy. 70, park entrance on 1st St. between E & F St. All classes, AMA Prog. Pro, Blue Plate pts., med. insurance, free O/N parking, concessions, Parts-in-the-Pits, bonus trophies. AMA & D-36 cards req., avail. @ track, no pit riding, silencers req. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $13, Pros $15 + $3, watch $4, 6-12 $1. Info 916/695-2727, 2088.

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, Theodore off ramp. All classes welcome. AMA Prog. Pro & D-37 pts. Entry $13 Pro, $9 Sptsmn., $7 Pee Wee. Purse 80% up to $1200, 30% Trophies to Sptsmn., 100% to Mini & PW. No memb. req., free O/N camping. Gates open 7 a.m., race 9:30. Info 714/653-8068, 496-8779.

SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All new sand track, D-36 rules enforced, no rider insurance. Entry $15 Expert (80% p.b.), Sptsmn. $11, $4 spectators. Gate opens 6:30 a.m., sign up 7-8, prac. 8:30, race 9. Info 415/798-5695, 634-3328 Tom Anderson.

ZAP/CMC MOTOCROSS
Fremont Raceway, Fremont, CA. All classes inc. Vets, OT & special Beg. class (125 & 250) for those who have never trophied. Gates open 6:30 a.m., prac. 8:30, race 9:30. Entry $12, Pros $15 + $3 gate. 30% awards, 100% p.b. Info 415/355-4760.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

D-27/28 MOTOCROSS
Washougal MX Park, Washougal, WA. AMA Am. & Prog. MX. Entry $8, Prog. $13, watch $3.50, 7-11 $2. Info 503/472-2475, 620-5301.

IDAHO MOTOCROSS
Owyhee Motorcycle Club, Boise, ID. Harrison Blvd. to Bogus Basin Rd., turn on Cartwright Rd. for 3 mi. Ex./Int./Beg. classes, 6 to make a class, 90% p.b., 30% trophies. Sign up 7-9 a.m., prac. 9, race 10. Info 208/375-5956 (after 6 p.m.).

RMTA MOUNT ROSA TRIAL
Colorado Springs, CO. All classes. RMTA, 1314 Motor City Dr., Colorado Springs, CO 80906. Info 303/473-3277 (days).

September 9

IDAHO TT
Owyhee Motorcycle Club, Boise, ID. Harrison Blvd. to Bogus Basin Rd., turn on Cartwright Rd. for 3 mi. Ex. & Beg.

CALIFORNIA RACING CLUB PRESENTS

SAN DIEGO STADIUM

Home of the Padres & Chargers

SUNDAY OCT 26

RIDE THE SAME COURSE
THE PROs RIDE ON SATURDAY NIGHT

CLASSES FOR EVERYONE
60cc
80cc
100cc
125cc
250cc
500cc
VETS (+30)
BEGINNERS
NOVICES
INTERMEDIATES
EXPERTS/PROs

CRC MEMBERSHIP REQUIRED

CRC

SCOTT USA

Riders must Qualify to Enter.
(One race does it!)

QUALIFIER SCHEDULE

SEPT 7	INDIAN DUNES
7	BARONA OAKS
7	CARLSBAD (GRAND PRIX)
12 (FRI)	INDIAN DUNES
14	SADDLEBACK
17 (WED)	SPEEDWAY 117
21	BARONA OAKS - CANCELED
21	CARLSBAD
26 (FRI)	INDIAN DUNES
28	SADDLEBACK
OCT 5	INDIAN DUNES (GRAND PRIX)

The number of riders that qualify at each race will be announced at the riders meeting.

In Conjunction With:
Coca-Cola MOTOCROSS FINALS
SAN DIEGO STADIUM
SATURDAY OCT 25

FOR MORE INFORMATION
Call or Write CRC
24518 Island Avenue
Carson, California 90745
213/830-7519

CRC

CRC
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★ COLE BROTHERS MOTORCYCLES (213) 980-3715

SPECIAL WEEKLY RAFFLE FOR MINI RIDERS
CASH TO PROS 30% BRASS TO SPORTSMEN
ALL RIDERS RECEIVE $3,000 MEDICAL INS.
MEMBERSHIP REQUIRED NO PIT RIDING

PROS . . . . .$13.00 SPORTSMEN . . . . $ 9.00

SEPT. 12 & 26, OCT. 10 & 24
RAFFLE TICKETS TO ALL ENTRIES AS WELL AS EXTRA TICKETS TO ALL TROPHY WINNERS.
DRAWING AT END OF SERIES FOR A RM-80

SPECIAL 3 FT. TROPHIES FOR SERIES WINNERS. POINT LEADERS IN EACH BIKE SIZE WILL RECEIVE A SPECIAL SUZUKI GIFT CERTIFICATE AFTER EACH 4 RACES.

★ $1000.00 MARANTZ AUTO STEREO SYSTEM GRAND PRIZE GIVEN AT END OF SERIES. KAL-GARD PRODUCT GIVEN WEEKLY.

SUZUKI KAL-GARD MARANTZ INDIAN DUNES
CRC INFO (213) 830-7519 • WEEKLY DRAWING FOR MARANTZ AUTO STEREO SPEAKERS

CRC

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SEPTEMBER 14th
ROSARITO BEACH, MEXICO
(15 miles south of Tijuana)

CRC Bonus Points

Mail Entry $17.00
Send to: CRC
7601 Arlington
Riverside, CA 92503

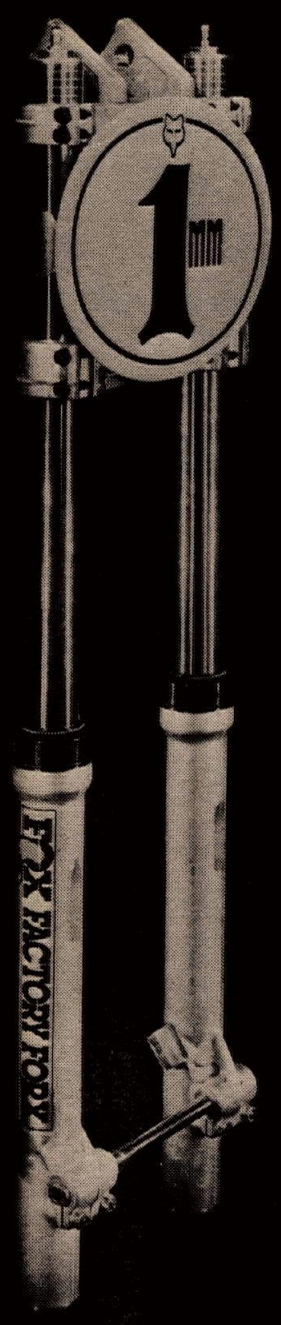
Post Entry: $22.00
Non Members Add $3.00

$6.00 Mexican insurance must be paid at Registration in Rosarito

Free Camping On Beach
CRC Info: (714) 689-7117

CRC San Diego Stadium QUALIFIER
SPEEDWAY 117 Wed. Night, Sept. 17
Gates Open 4:30; Practice 6-7; 1st Race 7:30 P.M.
I-805 South to Hwy 117, Go East 5½ Miles to:
SOUTH BAY PARK SPEEDWAY INFO: (714) 420-7414

South Bay Park Speedway 117 Chula Vista



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But now MOTO-X FOX has done them one better with 44 mm FOX FACTORY FORX which feature superior rigidity and strength. They're the world's finest and strongest fork assembly ever built. The 44 mm fork tubes of heat-treated 4140 Chromoly steel provide more strength and less weight. Forged aluminum sliders are precision machined to exact tolerances and give superior strength over conventional cast parts. The triple clamps are also forged and tape milled for precision tolerances and minimum weight.

FOX FACTORY FORX use a combination spring/air suspension with three optional main springs and three optional negative springs, as well as two optional rebound damping valves to allow tuning the forks to every possible condition. Available in travel of either 12 or 13 inches, the longest travel ever offered.

FOX FACTORY FORX are NOW IN STOCK ready for immediate delivery, for Honda CR 125-250, Yamaha YZ 125-465, Suzuki RM 125-420 (available in mid-June) and late model Husqvarna's. Price **$459.**

Yes, we've done the factories one better with the 44 mm FOX FACTORY FORX, now available at your dealer or direct from:

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520 McGlincy Lane, Campbell, CA 95008 (408) 371-1221

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MX RACING EVERY SUNDAY—MEMBERSHIP NOT REQUIRED

Member Sportsman $8—Member Experts $12—Non-Member add $2—100% trophies to Minis & Pee Wees—50% trophies to Vets Plus 30% trophies to Sportsmen—Same day brass Free overnight camping—Pay once, stay all weekend—Gate opens 6:30—Practice 8:00—Race 9:00

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RACERS HOT LINE (213) 598-0615

Sept. 7 — DeAnza Moto Cross
Sept. 14 — Sunrise Cycle Moto Cross
Sept. 21 — Shamrock Hare & Hound
Sept. 21 — Anaheim Hi Siders MX
Sept. 28 — Lightweights TT

Summer Hours Now In Effect 8am-7pm
Open 7 Days 714-558-1584
CMC-MX — 1st & 3rd Sundays
ITA Trials — 1st Sunday
CRC-MX — 2nd & 4th Sundays
SSM-MX — Every Saturday

SADDLEBACK PARK

A rolling stone gathers momentum

SUPERCROSS FINALS

San Diego Stadium October 25
AMA SANCTIONED
Stadium Motorsports Corporation
P.O. Box 1523
Laguna Beach, CA 92651

classes, must have 6 to make a class. 33⅓% trophies to all. Sign up 6-7 p.m., prac. 7, race 8. Info 208/375-5956 (after 6 p.m.).

September 10

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan. All classes, 30% Sptsmn. trophies, $ to Pros. Entry $6, Pros $8. Alternate TT & ST. Elaine Jones 714/689-1913, 735-1705.

September 12

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International [illegible] All classes, CRC [illegible] req. Entry $9, Pros $13. Prac. 7 p.m., race 8. Info 213/830-7519.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies. Entry $9. Prac. 7 p.m., race 8. CRC memb. req. Info 213/830-7519.

ALL M/C INDOOR SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. S end of Newport (55) Fwy. 6-11 p.m. Intershows, PO Box 2910, Mission Viejo, CA 92690. 714/831-5116.

September 13

ARIZONA MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1¼ mi. W of 99th Ave. & Carefree Hwy. Beg.-Ex., 100% p.b. Gates open 4:30 p.m., prac. 5:30. Entry $10, Ex. $14. T. T. Timmons 602/931-3696.

AFM ROAD RACE SCHOOL & OPEN PRACTICE
Riverside Raceway, Riverside, CA. Hwy. 60 E of town to Day St. exit, turn rt. to track. All classes, new riders & open prac. Entry $40. Gates open 8 a.m., close 4 p.m. Harry Bresach 714/523-3892.

September 14

AFM ROAD RACE
Riverside Raceway, Riverside, CA. Hwy. 60 E of town to Day St. exit, turn rt. to track. All classes, $25 1st entry, $15 ea. additional. AFM, 4996 Argyle Dr., Buena Park, CA 90621. 714/523-3892.

OAK HILL MOTOCROSS
Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b. by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping, Texas Emergency Serv., concessions, electric hook-ups ($5/weekend). Entry $8, Ex. $10, gate $4. Info 817/427-4771.

D-37 MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of Adelanto on Hwy. 395. All classes welcome. AMA Prog. Pro & D-37 MX pts. Free O/N camping. Entry $15 Pro, $9 Sptsmn. Purse 80% up to $1200. No memb. req. Nick Brajevich 714/245-7339.

ZAP/CMC MOTOCROSS
Fremont Raceway, Fremont, CA. All classes inc. Vets, OT & special Beg. class (125 & 250) for those who have never trophied. Gates open 6:30 a.m., prac. 8:30, race 9:30. Entry $12, Pros $15 + $3 gate. 30% awards, 100% p.b. Info 415/355-4760.

THURSTON-GRAYS FALL MOTOCROSS
Thurston-Grays Harbor ORV Park, Olympia, WA. 16 mi. W of town on Hwy. 8. All classes inc. OT & OTH. Sand track, free camping, Pro p.b. Sign up 8 a.m. Entry $9, Pros $18, watch $3. Info 206/871-4753, 426-8090.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9 Sptsmn., $13 Pros. Pro p.b., 30% brass. Gates open 7 a.m., prac. 8, race 9 a.m. AME lic. req. All classes. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

LIGHTWEIGHTS SEMI-PRO ST & SPEEDWAY
Saddleback Park, Orange, CA. Chapman Ave. E from Newport (55) Fwy., S on Santiago Canyon Rd. Trophies for Nov./Am., 80% Ex. p.b. Special classes : Beg., Srs., Hacks, Speedway & Pro. Gates open 7:30 a.m., prac. 9, sign up closes 9:30, race 10. Gate $6, entry $8, Semi-pro $15, watch $3. Lightweights M.C. 213/317-7356, 495-4771.

NMA FALL NATIONALS
Indian Dunes, Valencia, CA. 50-250cc, 30% trophies, San Diego Qualifier. $10,000 awards & prizes for series. Gates open 6:30 a.m., prac. 8, race 9:30. For entry forms call 213/868-8112.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$15 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Tues.-Sun. for prac. Gates open 7:00 a.m., prac. 8, race 9. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

CRC GRINGO FAMILY ENDURO
Rosarito Beach, Mexico. 15 mi. S of Tijuana. CRC bonus pts., free camping on beach. Mail entry $17, post $22, nonmemb. add $3. $6 Mexican insurance must be paid @ registration in Rosarito. CRC, 7601 Arlington, Riverside, CA 92503. 714/689-7117.

TWO-HOUR MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. No cards req., one or two riders, one bike. Watered, prepared track. Gates open 7 a.m., sign in 8-9, race 10. $3 @ gate, $7 to ride. Tom Anderson 415/798-5695, 634-3328.

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. Area 7, 8, 9 Western Region Final. 125/250/Open Sptsmn. & Semi-pro, no support classes. Entry $12 + $10 Sptsmn., $15 + $3 park fee Semi-pro, $4 watch, $1 6-12. Prac. Sat. p.m. Buel Campbell 916/678-3592.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign-up. Entry $8 Am., $15 Ex. Prac. starts 8:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

September 16

IDAHO TT
Owyhee Motorcycle Club, Boise, ID. Harrison Blvd. to Bogus Basin Rd., turn on Cartwright Rd. for 3 mi. Ex. & Beg. classes, must have 6 to make a class. 33⅓% trophies to all. Sign up 6-7 p.m., prac. 7, race 8. Info 208/375-5956 (after 6 p.m.).

September 19

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $9. Prac. 7 pm, race 8 pm. All classes. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9 Sptsmn., $12 Pros. P.b. to Pros, 30% brass. Prac. 7 p.m., race 8 p.m. AME lic. req. All classes. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

September 20-21

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

MMA NATL. DRAG RACE
Fremont Drag Strip, Fremont Raceway, Fremont, CA. Only IDBA-sanc. race on West Coast, $5000 guaranteed purse, $1750 Top Fuel purse. All classes. Gates open 8 a.m. both days. Info 916/442-4727.

September 20

AMA NIGHT MOTOCROSS
Saguaro Raceway, Tucson, AZ. I-10 to Palo Verde S to Hughes Access Rd., 2½ mi. on left. All classes, MX, flat track, go karts. Gates open 4:30 p.m., prac. 6, race 7. 30% trophies (100% to Mini Beg. & Nov.), 100% Ex. p.b. Entry $8, non-ARC memb. $10, Prs $15, gate $3, under 12 $1. Info 602/795-2238.

2ND ANNUAL HOSPITAL BENEFIT SHORT TRACK
Hills Ferry Speedway, Newman, CA. Hwy. 5, take Newman exit, Hills Ferry Rd. & River Rd. All classes, AMA-sanc., 4' trophies, dbl. Semi-pro p.b. Gates open 4 p.m., prac. 6, race 7:30. Entry $10, 2nd bike $7, watch $3. ¼-mi. track. Info 209/862-2465, 854-2091.

IDAHO STATE TT CHAMPIONSHIP
Owyhee M.C., Boise, ID. Harrison Blvd. to Bogus Basin Rd., turn on Cartwright Rd. for 3 mi. All classes welcome, must have 6 to make a class. Knobbies OK. 90% Ex. p.b., 33⅓% trophies for Beg. Gates open 4 p.m., sign up 5-7, prac. 7, race 8. Info 208/375-5956 after 6 p.m.

CALIFORNIA STATE INVITATIONAL SPEEDWAY CHAMPIONSHIP
Inland Motorcycle Speedway, San Bernardino, CA. San Bernardino Fwy. to 15E, Orange Show Rd. exit. 1st Div., Scratch format. $1225 purse or 30% gate. Gates open 6 p.m., 1st race 8. Adult admission $7, 6-12 $3. Rider entry $7, mech. $5. Tickets @ Ticketron. Info 213/446-0969, 2241.

September 21

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes inc. ATC, 30% trophies, cash p.b. to Pros. AME lic. req. Post entry $9, Pros $12. Prac. 7 p.m., race 8. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-36/MARYSVILLE MOTOCROSS
Riverfront Park, Marysville, CA. 40 mi. N of Sacto on Hwy. 70 to N. Beale Rd., over levee on Shad Rd. Free hats to all trophy winners except bonus trophies, AMA Prog. Pro, Blue Plate pts., med. insurance, free O/N parking, concessions, Parts-in-the-Pits. AMA & D-36 cards req., avail. @ track, no pit riding, silencers req. All classes, gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $13, Pros $15 + $3, watch $4, 6-12 $1. Info 916/695-2727, 2088.

SRA RIVERSIDE GP
Riverside Intl. Raceway, Riverside, CA. Off Hwy. 60. All classes + Team race. 20% trophies, finisher pins. O/N camping. Gates open 4 p.m. Sat., prac. 8 a.m., 1st race 9. SRA comp. lic. req. Entry $15 mail, $20 post, Team $10/rider. Mail 2 SASE to SRA, PO Box 509, Cypress, CA 90630. 714/828-1358.

NMA FALL NATIONALS
Barona Oaks, Ramona, CA. 50-250cc, 30% trophies, San Diego qualifier. $10,000 awards & prizes for series. Gates open 6:30 a.m., prac. 8, race 9:30. For entry forms call 213/868-8112.

SEATTLE M.C. MOTOCROSS
Jolly Rogers Raceway, Kent, WA. I-5 Exit 152, rt. on 42nd, rt. on 216th, left on 40th. AMA-sanc., all classes, 100% Pro p.b. Entry $8.50. Doug Eyers 206/244-8874.

AFM ROAD RACE
Golden State Intl. Raceway, Sonoma, CA. Rescheduled from March rain-out date. AFM/North, 1143 Crane St. #208, Menlo Park, CA 94025. 916/454-2171.

D-37 MOTOCROSS
Saddleback Park, Orange, CA. Chapman Ave. E from Newport (55) Fwy., S on Santiago Canyon Rd. All welcome, D-37 pts., AMA Prog. Pro, purse 85% to $1200. Gates open 7 a.m., prac. 8-9, race 9. Entry $9, Pros $15. Anaheim Hi-Siders. 714/997-8615, 828-7044.

IDAHO STATE MOTOCROSS CHAMPIONSHIP
Owyhee M.C., Boise, ID. Harrison Blvd. to Bogus Basin Rd., turn on Cartwright Rd. for 3 mi. $2500 Pro purse. Must have 6 to make a class, mandatory bike inspec. @ track for safety. 33⅓ % Beg. trophies. Gates open 6 a.m., sign up 7-9, prac. 9, race 10. Info 208/375-5956 after 6 p.m.

SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All new sand track, D-36 rules enforced, no rider insurance. Entry $15 Expert (80% p.b.), Sptsmn. $11, $4 spectators. Gate opens 6:30 a.m., sign up 7-8, prac. 8:30, race 9. Info 415/798-5695, 634-3328 Tom Anderson.

ONE-DAY RELIABILITY TRIALS
Sleeping Child Hot Springs, Hamilton, MT. MIMA pts. 100 rider limit, spark arrestor req. Pre-entry open to 9/20. Entry $15, non-memb. add $2. Larry Hamilton 406/273-6909.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$15 Pros. Gates open 7:00 a.m., prac 8, race 9:30. Memb. req. 213/830-7519.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4793.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Tues.-Sun. for prac. Gates open 7:00 a.m., prac. 8, race. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

D-27/28 MOTOCROSS
Mulkey ORV Park, McMinnville, OR. AMA Am. & Prog. MX. Entry $8, Prog. $13, watch $3.50, 7-11 $2. Info 503/472-2475.

September 24

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan. All classes, 30% Sptsmn. trophies, $ to Pros. Entry $6, Pros $8. Alternate TT & ST. Elaine Jones 714/689-1913, 735-1705.

September 26

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies. Entry $9. Prac. 7 p.m., race 8. CRC memb. req. Info 213/830-7519.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International [illegible] All classes, CRC memb. req. Entry $9, Pros $13. Prac. 7 p.m., race 8. Info 213/830-7519.

September 27

ARIZONA MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1¼ mi. W of 99th Ave. & Carefree Hwy. Beg.-Ex., 100% p.b. Gates open 4:30 p.m., prac. 5:30. Entry $10, Ex. $14. T. T. Timmons 602/931-3696.

September 28

ZAP/CMC MOTOCROSS
Fremont Raceway, Fremont, CA. All classes inc. Vets, OT & special Beg. class (125 & 250) for those who have never trophied. Gates open 6:30 a.m., prac. 8:30, race 9:30. Entry $12, Pros $15 + $3 gate. 30% awards, 100% p.b. Info 415/355-4760.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7 am, prac. 8, race 9 am. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Tues-Sun. for prac. Gates open 7:00 a.m., prac. 8, race 9. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Sptsmn. $10/Pros $13. 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC MOTOCROSS
Saddleback P[illegible] Orange, CA. All classes, [illegible] motos each. Cash p.b. to [illegible]s, 30% brass to Sp[illegible]. Entry $10/$15 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry $9, Ex. $15. Nick Brajevich 714/245-7339.

Road Runs

September 28

EUROPEAN MOTORCYCLE RUN
Brattin Motors, 4952 El Cajon Blvd., San Diego, CA. Free run for bikes built in Europe only; destination ? Free BBQ beef, beans, drinks. Trophies for oldest bike, rider, longest distance, youngest rider. $.50/vehicle parking fee. RSVP by 9/20 to Riley 714/286-1971.

October 25-26

9TH ANNUAL GRIFFITH PARK SIDECAR RALLY
Griffith Park, Los Angeles, CA. Open Sat. afternoon for registration. Movies Sat. nite furnished by Clyde Earl, O/N camping avail. to all reg. Sun. arrival time approx. 9 a.m. Picnic & rally, refreshments avail., drawing for prizes. Entry $5/sidecar only, guest & spectators free. Doug Bingham, PO Box 8119, Van Nuys, CA 91409. 213/780-5542.

SAN DIEGO QUALIFIER
SAN DIEGO QUALIFIER

SUZUKI
NMA 1980
FALL NATIONALS
NO MEMB. REQ.D.
4 EVENT MOTOCROSS SERIES
SEPT. 14 INDIAN DUNES
SEPT. 21 BARONA OAKS
OCT. 5 O.C.I.R.
OCT. 12 SADDLEBACK PARK
ALL EVENTS: GATE OPENS 6:30AM PRACTICE 8:00AM RACING BEGINS 9:30AM
$10,000.00 AWARDS & PRIZES including....
SUZUKI TEAM JACKETS
CLASSES 50cc thru 250cc
5 1981 SUZUKI RM'S
SCHOLARSHIPS TO THE "SUZUKI SCHOOL OF MOTOCROSS"
SUPER SUZUKI 30% TROPHIES TO ALL CLASSES
QUALIFIERS FOR SAN DIEGO STADIUM
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CRC
CARLSBAD GRAND PRIX
SEPTEMBER 7th, 1980
Send in $16.00 w/2 S.A.S.E. to:
CRC
7601 Arlington
Riverside, CA 92503
Post Entry $20.00
CRC Points
CRC Membership Required
CRC Info: (714) 689-6114

THUR. SEPT. 18th
CEET RACING PRODUCTS INC.
CERTIFICATE NITE
RACE Sanctioned O.C.I.R.
INFO: (714) 552-5511

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

CRC GRAND PRIX RACE SCHEDULE
Sept. 7 — Carlsbad
San Diego Qualifier
Oct. 5 — Indian Dunes
San Diego Qualifier
Nov. 2 — Riverside
Dec. 7 — Indian Dunes
CRC Membership Required
213-830-7519

CRC MOTOCROSS RACE SCHEDULE
Sept. 7 - Indian Dunes
San Diego Qualifier
Sept. 7 - Barona Oaks
San Diego Qualifier
Sept. 7 - Carlsbad G.P.
San Diego Qualifier
SCOTT USA
CRC Membership Required
213-830-7519

WANT ADS

Help Wanted

HONDA MECHANIC WANTED
Honda mechanic needed to work in large, clean shop. Must have two years experience and own tools. 50% Commission plus benefits. Call Tom at SIMI VALLEY HONDA (805) 526-4122. (34/35)

Motorcycle Mech. & Partsperson
With tools and sales or parts experience. Excellent — plenty of work. Call Mr. Anton at THE OUTRIDER, 10545 W. Pico Blvd., Los Angeles, CA 90064. (213) 879-3350. (34/35)

Honda/Suzuki Mechanics
Experienced with own tools. Top wages and excellent working conditions. Family medical insurance program. Contact Frank Allen, Service Manager, MALOTTS HONDA/SUZUKI, Manteca, CA 95336. (209) 823-7181. (33/36)

Earn cash at the races!
CYCLE NEWS needs you! Now you can sell CYCLE NEWS at your local race tracks and keep the riders and spectators in tune with the news. You'll make new friends, earn cash and have more fun at the races. It's easy! Just call DUANE JOHNSON at CYCLE NEWS for the details — (213) 427-RIDE. If you are under 18, we'll need your guardians O.K. (26, 29, 32, 35)

Yamaha Parts Manager
Must be aggressive, hardworking, business minded and familiar with inventory control. Paid vacations and holidays and health benefits. Excellent pay to the right person. Resumes only, include recent picture. Contact YAMAHA SOUTH, 911 E. Oakland Pk. Blvd., Ft. Lauderdale, FL 33334. (305) 565-3110. (35/38)

Salesman
We need a salesman in Texas! Many items 15%. Established accounts. Paid weekly. 95% first day shipping. Top line of bars and case savers. Send resume to: G.S.M., INC., 13026 Raymer St., N. Hollywood, CA 91605. (35/38)

Parts Manager are you worth $20, $30, $40,000?
If you can manage a high volume dual line parts and accessory department while projecting an attitude of service toward the customer and control inventory for maximum profit and lowest cost; if you are able to train and lead a sales oriented crew and are not afraid of long hours and hard work, then a large salary, commission and benefits with advancement potential can be yours. Call our consultant at (213) 993-1565 and leave your name and number for a confidential interview. (31/38)

Wanted Salesperson
Need hot salesman to sell Yamahas. Contact Bill at CYCLE TOWN, San Rafael (415) 456-0335. (32/35)

Motorcycle Mechanic Wanted
for growing Kawasaki dealership in Lake Havasu, Arizona. Experienced, top pay. Call or write: WALTS KAWASAKI PLUS, 1551 S. Palo Verde, Lake Havasu City, AZ 86403. (602) 855-5019. (35/36)

Wanted Salesman
Established territory, motorcycle accessories. Need large van. Good earnings. Call (213) 532-6893. Ask for Kay. (35/36)

Set-up Person
Experience a plus. Wages negotiable for right person. ONTARIO HONDA (714) 983-0695. (35)

Service Manager & Mechanics
Honda, Suzuki, Kawasaki, Harley-Davidson, BMW and Triumph. Salary plus commissions. Pacific Coast Hwy., Lomita, CA 90717. (213) 326-3810. (30/TFN)

Kawasaki & Triumph Mechanics
needed immediately by established dealer in booming S.W. Houston. Must have own tools. RUSSELL ALLEN CYCLES, 5802 S.W. Freeway, Houston, TX 77057. (713) 783-3844. (33/36)

Yamaha Service Manager/Mech.
Must have attitude for customer satisfaction. Guarantee + commission + med.-hospital. Interested — send resume to: HAZEN'S WESTERN CYCLE CENTER, INC., 641 So. Rock Blvd., Sparks, NV 89431. (35)

Mech.'s & Parts Dept. Openings
One H-D and one Honda mechanic plus two parts men. Apply at H-D/HONDA/YAMAHA OF L.A., 2531 S. Main St., L.A., (213) 749-6235. R. Hutchins. (31/TFN)

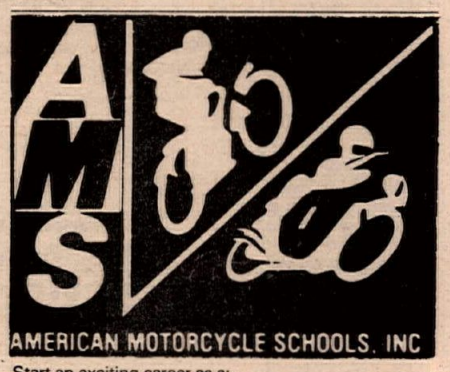
Honda Mechanic
Experienced, own tools. Call Alex at WHITTIER HONDA (213) 698-0065. (34/35)

Not Just One But Two
Two hard-core bike mechanics want to come West. We have our own shop now specializing in high performance work and race bike preparation. Desire two positions in S/W Oregon, California, Nevada area. Strong background — no fly-by-nights. Have plenty of tools and equipment. Will be happy to submit resume. Phone Mr. Bill (516) 722-4022 after 6:00 p.m. EDST. (25/38)

Service Manager Opportunity
Experienced Yamaha & Suzuki service manager wanted to manage a growing dealership. Must be competent, ambitious & orderly. Salary & commission & benefits. Send resume to DANBURY YAMAHA, INC., 87 Mill Plain Rd., Danbury, CT 06810. (203) 792-6030. (35/38)

Business Opportunities

ATTN: SMALL BUSINESS OWNERS
A couple of months ago, Cycle News leaped into the computer age. With the purchase of our new NCR system, our 2 NCR 400 posting computers must move on to another home. Both use magnetic stripe ledgers, one system has card reader for a complete aging report. Everything goes, the 2 posting machines, card reader, manuals and some ledgers. Age — 8 years. No reasonable offer refused. Call Mike, 9-5, (213) 427-7433. (33/TFN)



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Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36/TFN)

ONE OF THE FOUR leading Japanese Cycle Franchise for sale. Reno/Sparks area. Send correspondence to: Box 20902, Reno, Nev. 85915. (35/38)

Dealership for Sale!
Profitable Suzuki, Maico, KTM dealership, priced low to sell. Large stock of fast moving parts and accessories, excellent guaranteed exclusive area. Don't miss this opportunity, only serious inquiries please. (614) 852-1529. (35/37)

Established, thriving business
with all Yamaha franchises. Since 1972 in prime commercial area. Shop employes #1 mechanic in Sandpoint. $96,000 includes inventory, equipment. Profitable, owner terms. INVEST WEST BUSINESS BROKERS, Don Smock (208) 664-9222. (34/35)

Attention motorcycle related manufacturers
Order your packaging needs — blisters, cards, skin packaging, heatsealing — from STAR PLASTIC PACKAGING you get competitive prices and Phantom Duck Legal Fund gets 10% of your total order. Please call (213) 892-9309 Steven. (35/38)

Business For Sale
Kawasaki dealership for sale. Parts, accessories and equipment — $50,000. Rent is $750.00 per month. PASADENA KAWASAKI, 2084 E. Foothill, Pasadena, CA 91107. (213) 254-5277. Ask for Mrs. Garden. (35/38)

3 rail motorcycle trailer
$225.00/OBO. (213) 425-1071. (35/TFN)

THE TOPS in the motorcycle line at the best buy in quality we have it. BMW. 650, $3999. RT $5999. (702) 358-5233. (35/38)

1980 KLX 250, BUILT MOTOR, 11" travel front and back, excellent handling, 4th Four Stroke Nationals, only ridden for three months. Must sell, $1600.00. (714) 464-0658. (35)

'80 KX 125 Uni-Trak
DG ported, 36 Mikuni carb, Boyesen reeds, DeHandlers and factory Kawasaki accessory pipe. $1200.00. (213) 970-0802. (35)

'79 YZ125
Yamaha 125 must sell, good shape, clean, $700.00. (213) 967-3310. (35)

1973 Yamaha RD 250
Good mechanical condition, new tires, front disc brake, excellent gas mileage. $400 firm. (714) 635-5123. (35)

'79 Suzuki RM250 perfect, $850
Ridden very little, all stock except Works Performance shocks. Leave message (213) 992-5245. (35)

1977 YAMAHA YZ250D. Good condition, $700. (714) 521-5378. (35)

'77 Suzuki parts giveaway
'77, 125 eng. complete, custom painted frame, new unused FMF swingarm, Al Baker front forks complete, bike stand + much more. Baby forces sale. $260.00 takes pink slips and all!!! Andy (714) 839-2398. (35)

'77 Yamaha YZ400D
Pro Fab swingarm, White Bros. shock, Metzelers, desert tank, $750.00. (213) 285-6732. (34/35)

Have your dollars make sense
All 420 Huskys are not created equally. Our distributor is offering us sales rebates so that we can offer you a better deal on 1980 model Huskys. Excellent service and racing accessories our specialty. BILL SALTZMAN MOTORCYCLES (213) 337-6811. (34/36)

Can-Am parts
Complete inventory of all Can-Am parts. All years and models. Orders shipped UPS same day. FOX TRAIL MOTORS, Algonquin, IL 60102. (312) 658-5284. (50/1980)

80cc YAMAHA STARRACER frame, spool wheels, disc brakes. Also 80cc YZG Yam. Parting out, extras, new, reasonable. (406) 252-4324. (35/36)

1979 YAMAHA 400 IT, extra clean, $1125.00. (213) 448-3488. (35)

Hodaka Parts
Large inventory. Shipped same day. Master Charge and Visa accepted. SPORTCYCLES OF HOUSTON, 2723 Yale, Houston, Texas 77008. (713) 862-2252. (28/TFN)

1973 INTERNATIONAL HARVESTER truck ¾ T, A/T, P.B., P.S., A/C dual tanks, 350, Cruise Control, 1200x16.5 White spokes, 42K, w/11½ S/C camper, gas-elect. ref., full bath, large dinette, new cushions, good condition. 1977 Yamaha XS 750D, fairing, bags, caddie. Call Judy (714) 898-2507. (35)

1980 KTM 420
Metzeler, Answer Prod. bars, dual valved Ohlins, Simons forks. 4 weeks old, absolutely mint cond. $1600.00. (714) 897-7367. (35)

A YAMAHA SELLOUT!
TZ250F, RD400E, RD350—Production & R5 + spares. Full info call (714) 675-9790. (35/36)

1974 Greeves 380cc QUB
Needs work, runs good, tons of spares, 44 HP, giant killer. $400.00 or trade for XR75 or XR80. (213) 376-5774 eves. (35)

'75 Husky 250CR
Veyr clean, hardly ridden, Fox Shoxs, skid plate, $575. (213) 634-1953. (35)

OHLINS GAS SHOCKS, 15" rebuilt, $150.00. (213) 567-7737 8:00 a.m. to 5:30 p.m. (35)

SCOTT BOOTS — Never used, large shell w/booties, sz. 11, brand new, still in box, $130.00. (805) 486-6183 aft. 4 p.m. (213) 735-0001. Ask for Vince. (35)

YZ 465 G
All the latest mods, ex. shape. Hauls ass! $1795.00 O.B.O. Ask for Chris. (714) 673-3460. (35)

'79 Maico 440, $995
1980, lightened piston, cleaned and matched ports, new rings, Works Performance shocks, Phase II filter, Metzelers. Plenty of controllable power, xlnt. condition. Don (213) 894-7876, days (213) 365-5608 after 6 p.m. (35/36)

Let's trade
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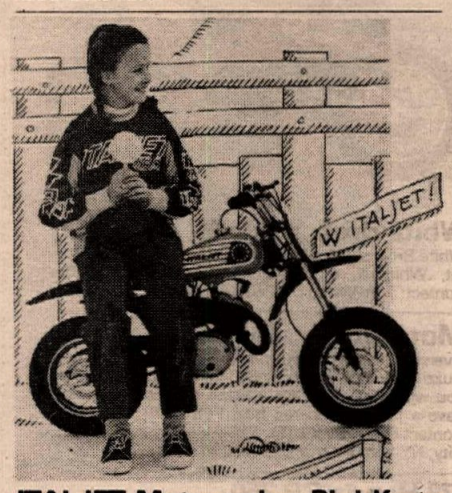

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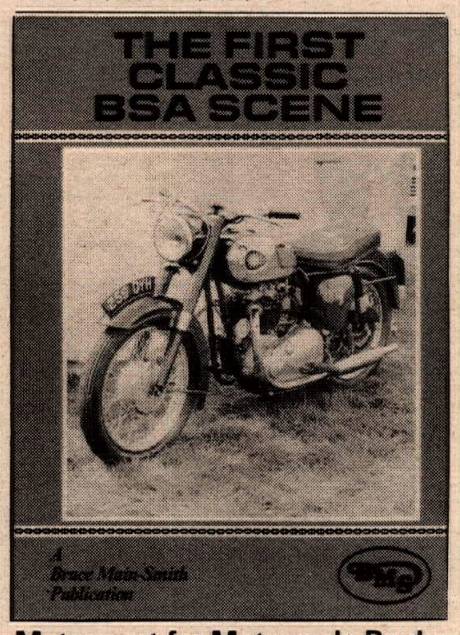

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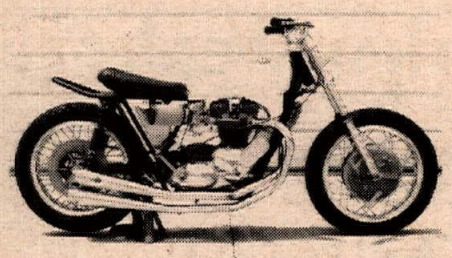

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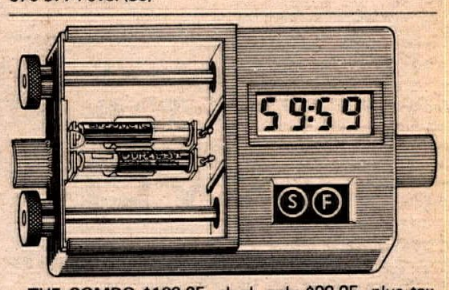

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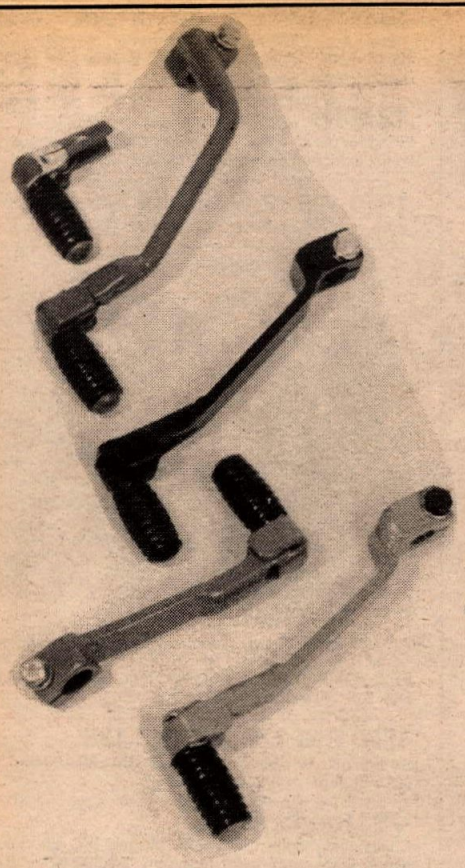

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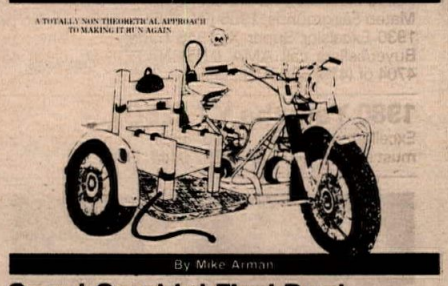

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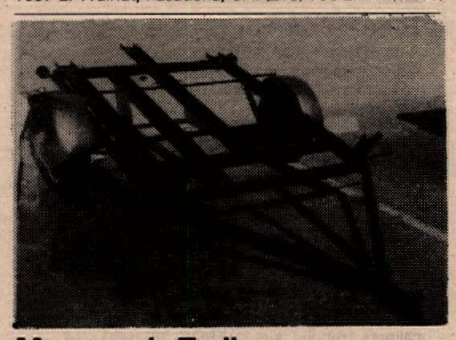

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FOR SALE: 1980 GS1000S, 2,000 miles, never raced or laid down, Hayden oil cooler, completely original. Jack Reed, Whittemore, MI. (517) 756-2556. (35)

1979 Suzuki RM 100 N
Good condition. 7 months old, new top end. never raced. $675 firm. (714) 654-9590 or (714) 654-4278. (35)

$20 KX Unitrak Rebuild
If your KX Unitrak shock seems due for an oil change but you can't change oil because the shock is a sealed design, MOTO SPECIALTIES has a shock modification that makes the shock oil refillable and nitrogen adjustable. MOTO SPECIALTIES will modify your shock and fill it with high quality shock oil for our introductory price of $20. For more details and shipping information send 25¢ to MOTO SPECIALTIES, Box 26, Rockmart, GA 30153. All work race proven and guaranteed. (35)

BIKE TRAILER, 3 to 5 rails, huge storage box, shocks & springs, large wheels, spare tire, full floor, used 3 times, must sell, $375.00 or best. (213) 360-3421. (35)

Norton 1968 Atlas
Loads of spare parts including extra frame, forks, mufflers, gas tanks, speedometer, tachometer, hubs, etc. $1,000 or best offer. Bruce, (507) 689-4260. Also 1973 Bultaco Alpina, dependable, must sell, with manual and some spares. (35)

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New — never ran. $5,975.00. Will consider any trade. Call (701) 252-5271 or (701) 252-5500. Jamestown, No. Dak. (35)

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Faster than the '80's. Many new parts and extras. $900.00. (805) 259-6505 after 5 p.m. (33/35)

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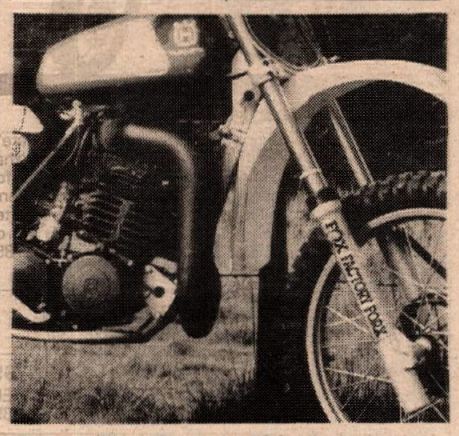
Public Auction (2nd annual), Sept. 14, 10:00 AM, San Mateo Fairgrounds; 1906 FN, 1955 Vincent Blk Knight, 1930 Excelsior Super X, 1948 Harley EL, many more. Buyer/sellers call AMA INTERNATIONAL, (213) 433-4704 or (415) 584-1085. (35)

1980 Yamaha YZ 125G

Excellent condition, raced once, many little extras, must see, $850.00. (213) 697-9444. (35)



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ANAHEIM HUSQVARNA gives free Fox Forx and 420cc engines with every new Husqvarna purchased. Fox Forx on 250 CRs also. Same price as stock. Call us, we're crazy. (714) 630-6522. (35/37)

CHAMPION FRAME HONDA XR500 — S&W — Ceriani — Barnes — R.S.C. head & clutch — Megacycle — fresh — Venolia — Dellorto. Triumph Trackmaster 750 — ½ mile and TT set up — A.R.D. — Routt — wide swingarm. 1974 Chev. Van — divided for bikes. Matt Krsul (406) 723-4063 or (406) 494-7643. (34/36)

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Disc brake components that work! Master cylinders, calipers, rebuild kits. AEROQUIP hose and fittings. STORZ PERFORMANCE, 9344 Oso Ave. "J," Chatsworth, CA 91311. (213) 993-3430. (35/37)

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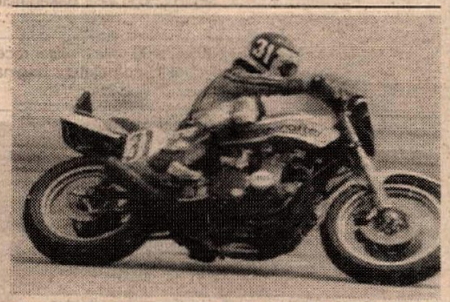

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2 very fast Kawasaki KZ 1000. Trickest engines. Many spares. Ridden by Harry Klinzmann AMA #31. $5000.00 each. RACECRAFTERS, 7801 Canoga Ave., Canoga Park, CA 91304. (213) 999-2811. Ask for Lyn. (33/35)

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Large tool box, like new — $350.00. (714) 962-1891. (35)

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German quality for a Japanese price tag!! (717) 875-3583. (35/38)

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"G" top end, Lectrons, magnesium mags & triple clamps, Krober tach, fresh crank, Zero drilled disc, spare fairing, crank, G & F top end, much more, $4,500. (314) 962-4457 or (314) 343-5547. (35/37)

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A couple of months ago, Cycle News leaped into the computer age. With the purchase of our new NCR system, our 2 NCR 400 posting computers must move on to another home. Both use magnetic stripe ledgers, one system has card reader for a complete aging report. Everything goes, the 2 posting machines, card reader, manuals and some ledgers. Age — 8 years. No reasonable offer refused. Call Mike, 9-5 (213) 427-7433. (33/TFN)

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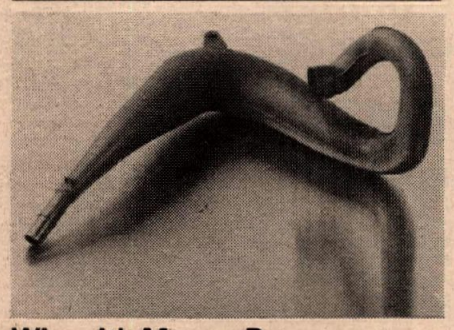

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Mugen's 1980 CR250, Super-Pro pipe increases RPM to the max, pumps in 2 more horsepower & simply bolts on. $139.50. Dealers invited. MUGEN U.S.A., 6878 Santa Fe Ave., Hesperia, CA 92345. (714) 244-6405. (33/36)

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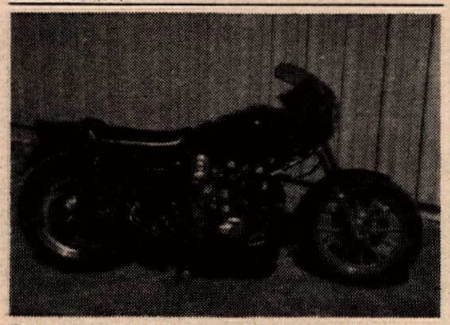

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Save big at TRACK 'N TRAVEL'S 1980 Blowout on Maico and Can-Am Motocrossers. Huge Savings while they last — call now. TRACK 'N TRAVEL, 1537 E. Walnut St., Pasadena, CA. (213) 795-2711. (34/35)

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Mags, Kerker exhaust, LTD seat, triple disc, extras. 2500 mi. — like new. $3400 invested, sacrifice $2200 OBO. (213) 936-5388. (34/36)

'78 Yamaha YZ 80E

Never ridden in 1979 and 1980, excellent condition, like new, new IRC tire and much more, must see, $400.00. (213) 534-4966 after 5 p.m. (35)

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Street legal motocrosser. In storage for 3 years. New motor, tires, a super trail scooter for $500. After 6 p.m. (213) 433-8529. (34/35)

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351V8, P.S., P.B. Auto, Air Cruise, xlnt. cond. $7,400.00. (714) 846-6455. (35)

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Fast and reliable. Wheels, tires, gearing, etc. Too many extras to list. Firm $2000.00. for info call (209) 686-2779. (35/36)

YZ80, 1978, HARDLY USED, 50 miles max., starts easily, $400.00. (213) 360-3421. (35)

CR80 Honda Swingarm

4130 Chromoly tubing — 1" longer than stock, $149.50. FRANKS RACING, 17785 Sky Park, Irvine, CA 92714. (714) 546-3484. (35 & 39-1)

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'78 CR 250"R", immaculate cond., Fox Airs, Baker "Super Pro" F. Kit 12" trav. 80 side plates, nitrogen tank w/Fox gauge, much more. $850.00 or best. '74 MX 250 Yam., wife's bike, laid down Works/Perform. shocks, $350.00. (714) 829-9643. (35)

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Four leading shoe. Call Curt, 10 a.m.-8 p.m. (213) 426-3375. (35)

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Stripped exhaust port threads repaired, valve seats installed. Mail to JACK SIMMONS, 17320 Santa Rosa Road, Perris, CA 92370. (714) 787-8388. (32/35)

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'79 HONDA ODESSEY, fast, extras — $1100. '79 RM250, excellent, extras, $1,000. XR75, excellent, $300.00. '78 YZ125. Best offer on all — takes. (714) 770-4500. (35)

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We have your parts! UPS daily anywhere in the U.S. CMX CYCLES, 10220 E. 14th St., Oakland, CA 94602. (415) 632-6674. (35)

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Husky '79 390 CR-OR playbike

Skid plate, OR tank, Ohlins, like new; $1175 O.B.O. Saugus (805) 255-1467 Jim. (35/36)

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Ex. condition, must sell, $800.00. (213) 862-3682. (35/36)

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Absolutely beautiful. 3,850 miles, Dunstall fairing, Rack factory rack, Conti mufflers, quartz headlight, workshop manual. Tearfully must part with. Bruce, (507) 689-4260. (35)

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All 1980 Kawasaki's must go. Call owner, John Peterson for a super deal. No resonable offer refused. (714) 745-1619. (33/36)

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W/storage box, gas can holders & spare tire. $250.00. 1977 XZ-80-D $200.00. 1971 125 Suzuki $75.00 (213) 425-1071. (33/36)

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Need 250G or 465G fork leg, any condition. (213) 335-6909. (35)

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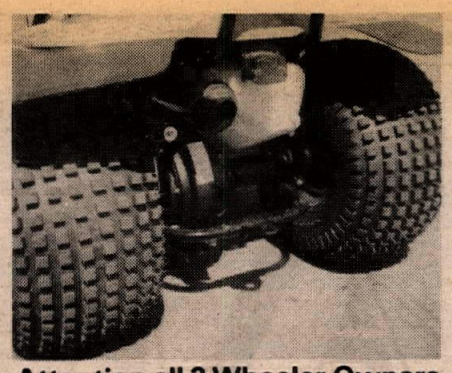

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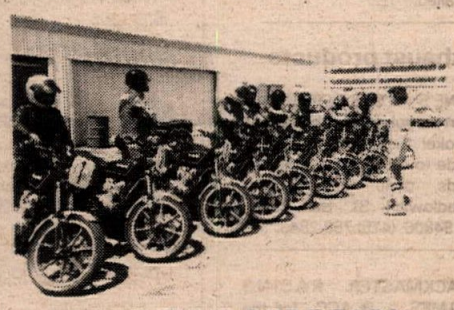

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